THE LITERARY DIGEST

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TOPICS OF THE DAY

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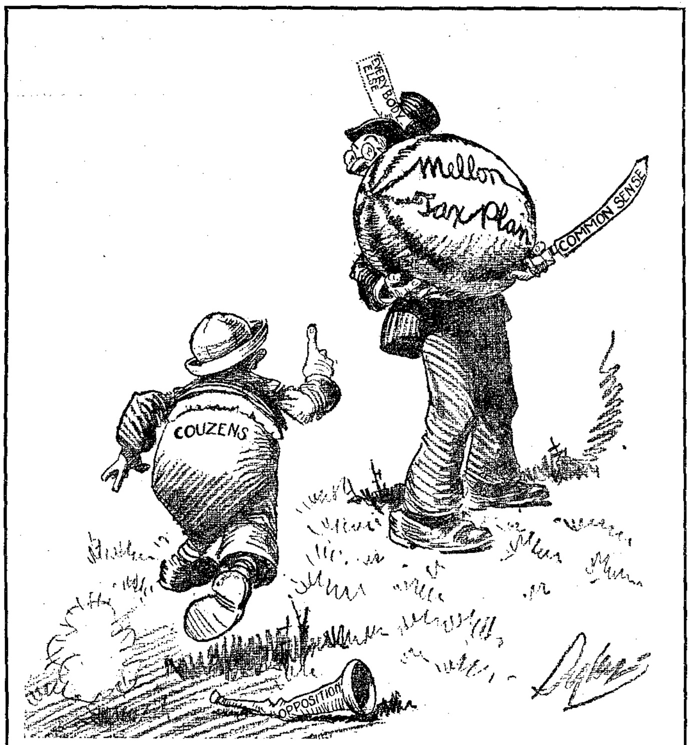
COMING AROUND TO THE MELLON PLAN

SENATOR COUZENS a year ago assailed THE DIGEST'S huge nation-wide poll on the Mellon plan as not truly representative of the sentiment of the American people. That poll, it will be recalled, gave returns running nearly 3 to 1 in favor of Secretary Mellon's program of tax reduction, of which the basic principle was a drastic cutting of surtaxes. In the Senate Mr. Couzens fought this plan with all his strength on the ground that it was merely a move to benefit the rich. Secretary Mellon, on the other hand, maintained that the immediate beneficiary of lower surtaxes would be business, and that, therefore, the ultimate and chief advantage would accrue to the small taxpayer; the man in the street; the average citizen.

Now Senator Couzens "has openly acknowledged the wisdom of cutting down the present rate to the figures suggested by Secretary Mellon," notes the Indianapolis *Star*, along with many other papers. He advocates a 50 per cent. cut in the maximum surtax rates, which would bring them down to 20 per cent., or actually 5 per cent. below the figure of the original Mellon plan. "Some may say that this is the Mellon plan," he remarks, "but it doesn't make any difference to me whose plan they call it." This change of attitude is noted with amazement by political observers, and many believe it will change the outlook for tax legislation in the next session of Congress.



"COUNT ME IN"
—Sykes in the New York *Evening Post*.

Speaking before the Baltimore Bar Association on May 19, Senator Couzens, starting with the assumption that taxes may be reduced $400,000,000, makes the following suggestions. He would abolish "what are picturesquely called the nuisance taxes," which now bring the Government about $166,000,000. This would leave $234,000,000 to be lopped from the income tax. Part of this he would take care of by exempting from taxation all incomes of less than $5,000. Turning then to the contentious question of surtaxes, he says:

"After the aforementioned taxes have been repealed and exemptions made, there will be approximately $175,000,000 to $200,000,000 which might be taken off of surtaxes, and I think a perfectly equitable plan would be to reduce these surtax rates 50 per cent., which would bring the maximum surtax rate on incomes of over $500,000 down to 20 per cent. Based on the returns of 1922, this would mean a material reduction in surtaxes to approximately 594,000 individuals.

"Now some may say that this is the Mellon plan, but it doesn't make any particular difference to me whose plan they call it, altho I want to point out that while we reached a material reduction in surtaxes, as proposed by Mr. Mellon in 1923, it was reached, however, after the taxpayers, whom we demanded receive relief first, had obtained such relief. No logical mind objects to a reduction in surtaxes when those most needing it have first secured relief."

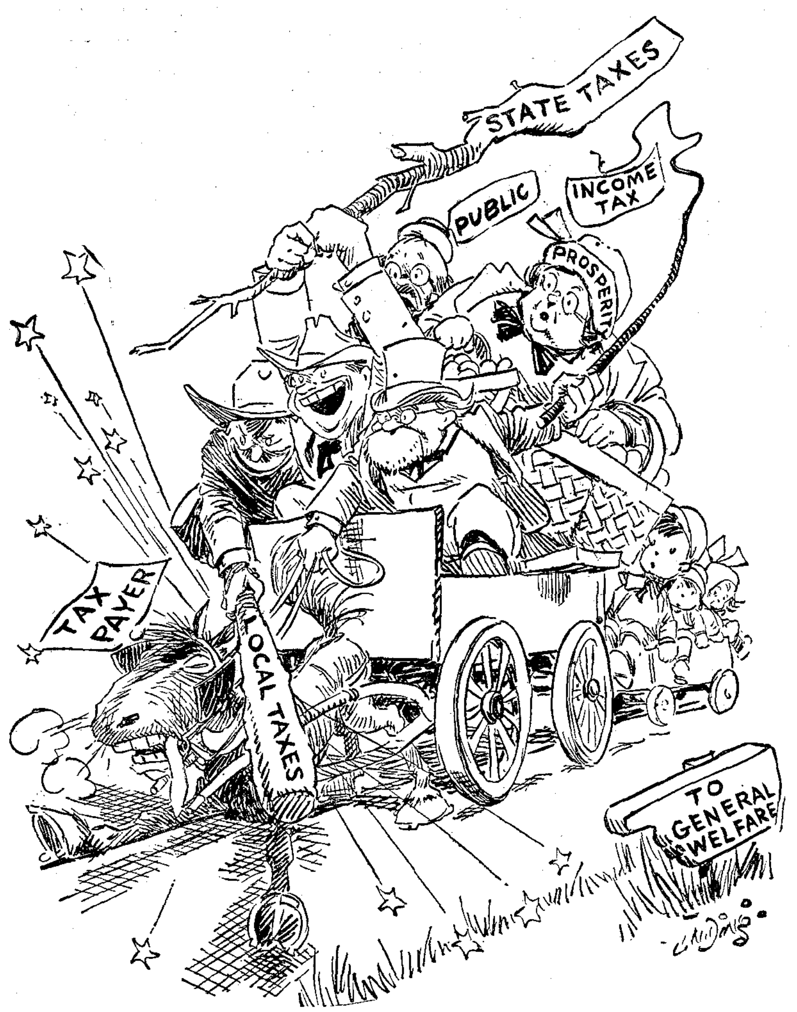
On the strength of these words many editors take it for granted that Senator Couzens will line up on the side of the Administration when the fight for further tax-reduction begins in Congress. "Couzens is a convert," remarks the Chicago *Evening Post* (Ind.), which sees him coming around to Secretary Mellon's position on income-tax revision. "The Michigan Senator should have credit for recognizing that he was wrong," thinks this Illinois daily, which goes on to say:

"A few opponents were able to block the Mellon plan. They advanced the shallow theory that a cut in the surtaxes imposed on large incomes was a ruse to lower taxes of the wealthy. That would be true in so far as the surtax is paid, but the difficulty is that the imposition of extortionate taxes has driven wealthy men to avoid surtaxes by investing in tax-exempt securities.

"Secretary Mellon pointed out in a clear and logical explanation of the case that lowering the surtaxes would increase revenue and make additional capital available to industry. He showed how it is more important to the country to stimulate business and to draw into the channels of trade the money now seeking seclusion and escape from taxation than it is to maintain a tax level so high that it defeats its own purpose. The logic of his position was recognized and indorsed by President Coolidge. The conversion of Senator Couzens, who was one of the bitter opponents of the Mellon plan, may mean the early crumbling of the opposition."

Senator Couzens, who has been one of the most ardent workers for income-tax readjustment, is head of the committee which is investigating the revenue bureau of Secretary Mellon's

Treasury Department. That department, in return, says that he still owes it more than $10,000,000 on his income tax for 1919. That he has changed his mind about the surtaxes despite his unsettled controversy with the Secretary of the Treasury is a matter of interest and surprize to the editorial observers. "It is good news," remarks the Grand Rapids *Press* (Ind.), because "the Senator exercises an undoubted influence in the framing of any tax bill." Scientific surtax reduction, according to this paper, "is the nub of Federal tax reduction." The Columbia *Record* (Dem.) infers that "Senator Couzens is not the sort of public official who believes that nothing good can come out of Nazareth," since, in spite of having been at sword's points with Secretary Mellon for several years, "he now endorses his tax-reduction plan almost *in toto*." "The conversion of Senator Couzens to the Mellon plan removes one of the most active obstacles in the way of its adoption," thinks the Philadelphia *Public Ledger* (Rep.), which remarks that the Michigan Senator deserves credit for "rising superior to private vengeance." "Mr. Couzens is learning," remarks the New York *Sun* (Rep.), in whose editorial columns we read further:



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DRIVING A GOOD HORSE TO DEATH

—Darling in the New York *Herald Tribune*.

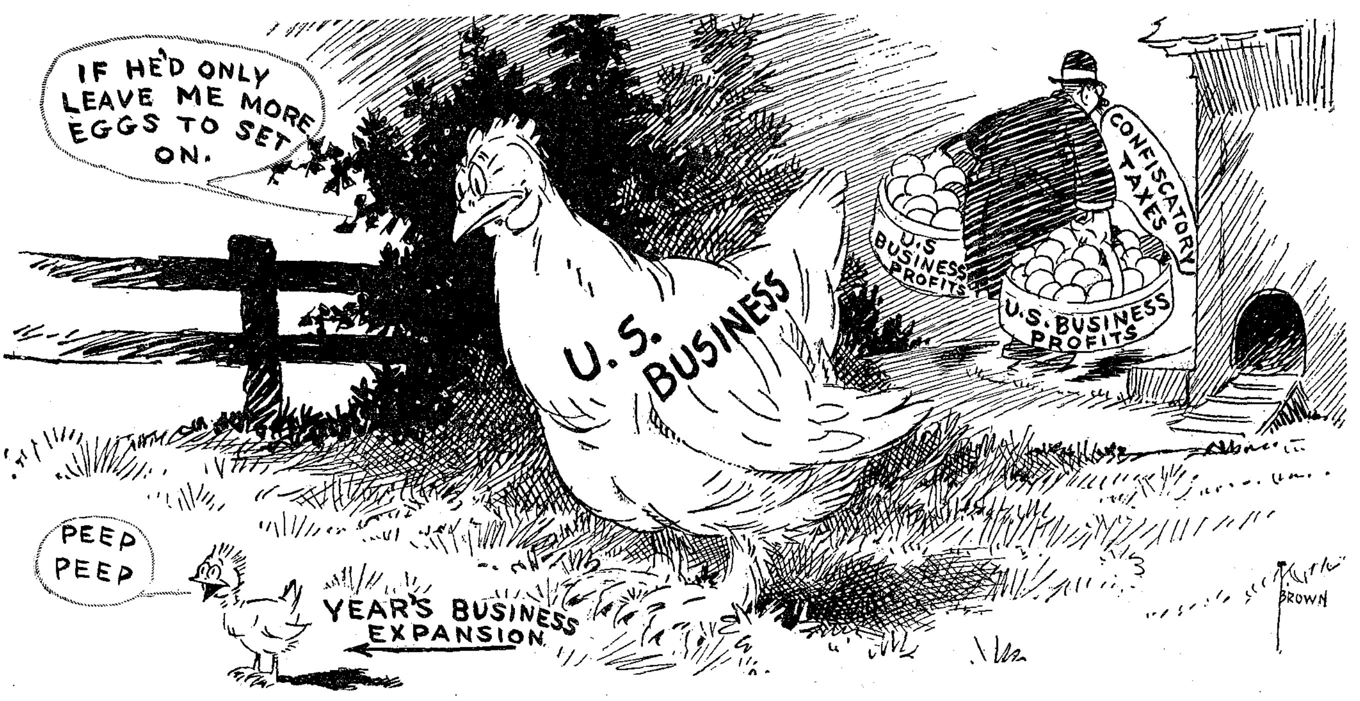
> "Reduction of surtaxes is not the only detail in which Mr. Couzens has been following in Mr. Mellon's footsteps. He pointed out that one of the great loopholes in the income-tax law, one of the great causes for dwindling revenue, has been the deductions allowed for capital losses. His committee analyzed the returns of 3,066 individuals whose net taxable incomes in 1916 were $100,000 or more, and followed these same taxpayers' returns back to 1923. It discovered that during that period $610,000,000 was deducted for losses and only $250,000,000 was added for capital gains.
>
> "Mr. Couzens now remarks: 'The subject might very well be discust as to whether the whole matter of taxes on gains and credits for losses might not be repealed.' It is interesting that the Senator has come to this conclusion. He neglected to mention, however—perhaps he had forgotten—that Secretary Mellon made precisely this recommendation to Chairman Green of the House Ways and Means Committee on November 10, 1923, when he wrote: 'It is believed it would be sounder taxation policy generally not to recognize either capital gain or capital loss for purposes of income tax.'
>
> "The conversion of Senator Couzens follows that of Chairman Green of the House Ways and Means Committee. The outlook for tax reform is considerably brighter."

Recalling that the defeat of the original Mellon plan was accomplished by a combination of the Democratic minority with Republican insurgents, the Indianapolis *Star* (Ind.) hopes that the changed attitude of Senator Couzens will prove symptomatic. The *Christian Science Monitor* (Ind.) also interprets it as a promise of favorable action by the next Congress. "Senator Couzens has demonstrated in a gratifying manner how important it is for members of Congress to examine thoroughly into such matters before they form an opinion," remarks the Springfield *Union* (Rep.); and the Philadelphia *Inquirer* (Rep.) welcomes the Michigan Senator's words as "a vindication of Secretary Mellon." On the other hand, the Philadelphia *Record* (Dem.) suggests that Senator Couzens may be in fact "undertaking to score on Secretary Mellon by advocating greater reductions in taxation than the Mellon plan does." Says this Pennsylvania paper:

> "We are perfectly willing to see Mr. Mellon come back with a more drastic proposition than Mr Couzens has made. The public would watch the rivalry with as much impartiality as the frontiersman watched the fight between his wife and the bear."

Nor are these the only evidences of a growing sentiment favorable to the Mellon plan. Mr. E H. Gary of the United States Steel Corporation recently named high taxes, Federal, State, and local, as the greatest obstacle in the way of American prosperity; and about the same time Washington dispatches told of the formation of a nation-wide organization of business men to promote the movement for tax reduction. David Lawrence, in his Washington correspondence for the Consolidated Press Association, quotes Senator King of Utah, a Democrat, as saying that "the maximum surtax rate ought not to be more than 20 per cent., and should be between 15 and 20 per cent. "Evidently Secretary Mellon's crusade in behalf of further income-tax reduction is bearing results," remarks the Philadelphia *Inquirer;* and it goes on to say:

> "The Secretary in his speeches has been conducting a campaign of education. On two recent occasions he has invaded the South. He makes the same argument everywhere. High surtaxes send capital into the retirement of non-taxable securities and the Government is deprived of revenue that otherwise would swell its receipts. There is not the shadow of doubt of this. The proof is overwhelming.
>
> "Mr. Mellon is on the right track. He insists that this question of tax reduction and tax reform is non-partizan. He recalls to his hearers that Senator Glass, Democrat, took the same view on surtaxes when Secretary of the Treasury under President Wilson.
>
> "Republican leaders are very generally agreed that the surtaxes must come down and that reductions must be applied to other schedules. The chairmen of the House Ways and Means and Appropriations Committees are not far apart. Speaker Longworth looks for a revised law. Representative Bacharach of New Jersey, a member of Ways and Means, is of the sensible opinion that all surtaxes should be abolished in the interest of



A CASE OF INVOLUNTARY RACE SUICIDE

—Brown in the Chicago *Daily News.*

simpler administration and that progressive normal taxes would bring in the amount collected from surtaxes, but his suggestion has not been taken up seriously. Secretary Mellon's appeal for non-partizan action creates the opportunity for Democratic cooperation. Senator Glass of Virginia and Senator Bruce of Maryland, both Democrats, practically support the Secretary."

Let us turn now to another feature of the Michigan Senator's tax program that is of wide popular interest, his proposal to exempt all incomes of $5,000. To quote again from his Baltimore speech:

> "In 1922, the last complete data we have from the Treasury Department shows, 6,193,270 individuals, with incomes of $5,000 or less, made returns to the Government, or 91 per cent. of all returns made. Of this number, 3,095,043 paid a tax in the aggregate amount of $95,590,768. With the reduction made in taxes under the 1924 act, it is estimated that the exemption might be raised to all individuals with incomes of less than $5,000, and to this, of course, must be added the same exemption to individuals who have incomes in excess of $5,000. It is estimated that this would reduce the revenue further, approximately $10,000,000.
>
> "I believe the law requiring returns from individuals with incomes of less than $5,000 should be repealed, thereby eliminating the filing of this enormous number of returns, which causes not only great annoyance to the taxpayer, but costs the Government a great deal of money in the handling.
>
> "Some will argue that every one should pay some taxes directly to the Federal Government, but I submit that this argument is not well founded when we understand that there are over 30,000,000 wage-earners in the United States who pay no direct tax to the Federal Government."

This proposal is received by the press with a mixture of approval and doubt. "The elimination of the tax on incomes under $5,000 would be a distinct benefit to the people least able to stand tax-gouging, and it would reduce the collection cost millions of dollars," remarks the Democratic Columbia *Record,* and this view is shared by a number of papers. But others see objections. "Removal from the tax rolls also means removal of a certain interest in government, the interest that encourages voting," remarks the Grand Rapids *Press;* and the Newark *News* (Ind.) enlarges on the same idea in the following words:

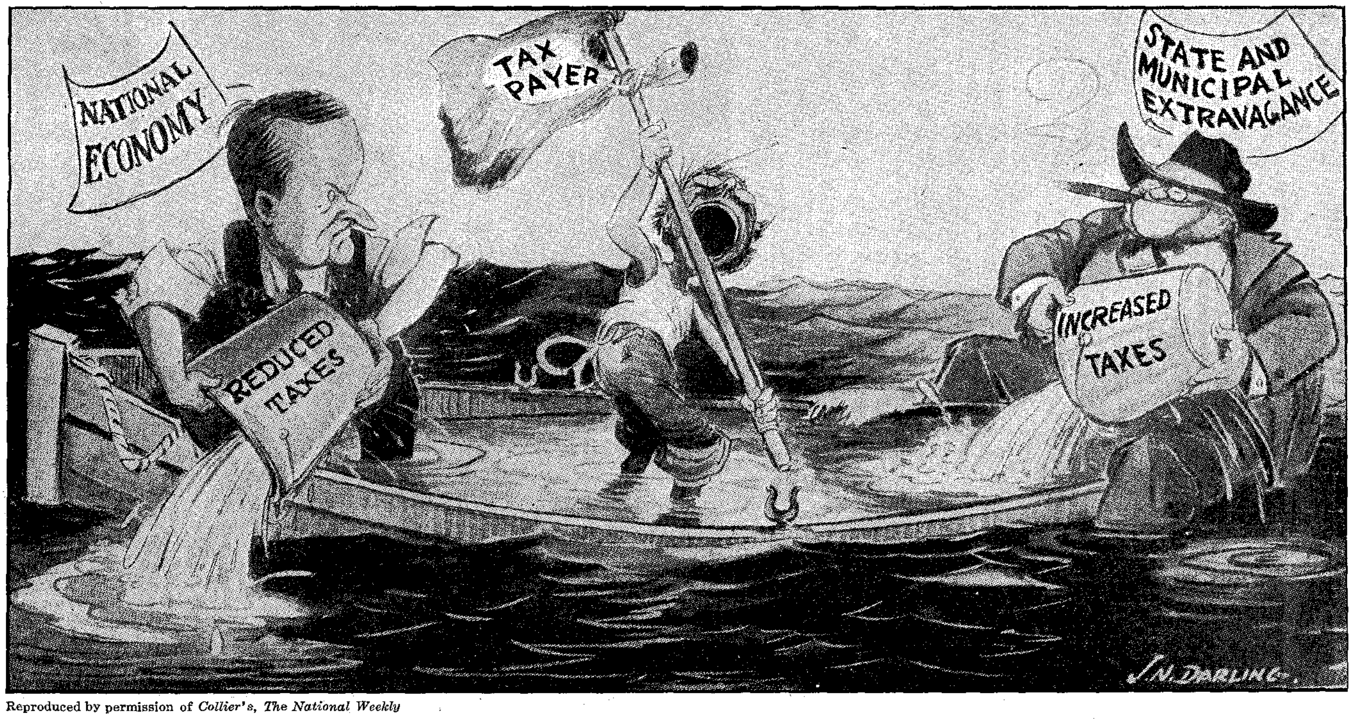
> "At first blush it seems very attractive to propose to free some 3,000,000 persons at a clip from all direct financial obligation to their Government. But the direct taxpayer is keener, far, about what his Government does than the individual whose contribution is limited to an indirect taxation of which he is not conscious. He is concerned that his money be put to the best proper use.
>
> "If only 9 per cent. of the present payers of income taxes are to continue to pay them, and upon them shall devolve the whole support of government from this source, the Government will come to look upon them as its props, and in a sense its owners."

"Another point in connection with the Couzens proposition," remarks the Schenectady *Gazette* (Dem.), "is that its adoption would throw 37 per cent. of the income-tax burden upon three States—New York, Pennsylvania, and New Jersey—and over 80 per cent. on those States with the South, Middle West, and New England; while the Pacific wheat and mountain States would pay but 17 per cent." Still another objection is raised by the New York *Sun:*

> "Such a plan, while it might have great political appeal, obviously also contains the possibility of grave political danger. Wholly apart from the question of whether the country could afford it from a revenue standpoint, the elimination of nearly 6,000,000 income taxpayers which this plan would involve would leave fewer than 1,000,000. If less than 1 per cent. of our population were paying income tax, whatever incentive Congress now has to keep down expenditures would be largely removed. The number of taxpayers would be too small a proportion of the voting population for their protests to be heeded."

"The rate in the lower brackets should be small," remarks another Republican paper, the Syracuse *Post Standard,* "but the principle of dismissing all whose income is under $5,000 is not sound." "The taxes should rest upon all people, and all should feel that they have a part to pay in the Government," thinks this paper, but "the rich should pay most and in the largest proportion." To quote it further:

> "If the revisers of the tax will accept the scientific judgment upon the figure that will produce the most money they won't be far wrong. The investments of the rich should not be going a billion a year into tax-exempt bonds. They are going there, to the encouragement of bonding by States and cities, because with the present high taxes it pays better to put money there. If the rates are lowered on largest incomes, there should come such a return of money to private investment as to make the total tax receipts greater, not less."



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PUTTING IT IN FASTER AT ONE END THAN WE CAN BAIL IT OUT AT THE OTHER

—Darling in *Collier's*.

THE TAX PUBLICITY VICTORY

SOUND SENSE, SOUND JUSTICE, and sound law are seen by the Springfield *Union* in the unanimous decision of the United States Supreme Court that newspapers which published income-tax lists thrown open to public inspection last October did not violate the law. One provision of the revenue law of 1924 makes available for public inspection the income taxes paid by individuals and corporations, while a seemingly conflicting provision, which remained in from the previous statute, prohibits the publication of the same figures. This, editors declare, abridges the constitutional freedom of the press. "The Government's case against the newspapers never had a leg to stand on," asserts the Newark *News*. "It was Congress, and not the newspapers, that was on trial," declares the Boston *Transcript*, for Congress, we are reminded by the Newark paper, "specifically ordered the posting of assessments by collectors of internal revenue, and there is no difference between Smith telling Jones the amount of Brown's assessment and a newspaper doing the same thing." "With the moral issue involved, the Supreme Court had nothing to do," explains the Pittsburgh *Gazette Times;* "the question before it was purely a legal one."

Tho the Court does not go into the matter, there is involved in this case the distinction between the publication of "returns" and of names and amounts paid, points out the Washington *Star*. The returns, or computations which taxpayers submit to the Government for its information and guidance, "must be held in confidence," maintains *The Star*. Publication of the bare amount of the tax paid, on the other hand, does not in any full way reveal the taxpayer's income.

What will be the effect of this ruling? In the opinion of the New Haven *Register*, there will be two definite results:

> "(1) Statistics of income taxpayers and tax paid this year on income received during 1924 will soon be opened to public inspection and in all probability will be blazoned forth in the columns of some newspapers. (2) Intensive efforts will be made to knock out this objectionable feature of the revenue law at the next session of Congress."

The two newspaper-defendants in the income-tax publicity case were the Kansas City *Journal-Post* and the Baltimore *Post*. In holding that these newspapers were within their rights in publishing lists of income taxpayers and the amounts of their taxes, Mr. Justice Sutherland said:

> "The Commissioner of Internal Revenue is directed to make the lists of taxpayers and taxes paid available for public inspection in the office of the Collector and elsewhere as he may determine. His discretion in that respect is limited only by his own sense of what is wise and expedient. And the inquiry at once suggests itself: To what end is this discretion, so vested in him, to be exercised? The obvious answer is: To the end that the names and addresses of the taxpayers and the amounts paid by them may be generally known. To the extent of the information authorized to be put into the lists, this is the manifest policy of the statute.
>
> "Whatever one's opinion may be in respect of its wisdom, the policy of publicity having been adopted as an aid to the enforcement of the revenue laws or to the accomplishment of some other object deemed important, it is not easy to conclude that Congress nevertheless intended to exclude and severely to penalize the effective form of secondary publicity now under consideration. Information, which everybody is at liberty to acquire and the acquisition of which Congress seemed especially desirous of facilitating, in the absence of some clear and positive provision to the contrary, can not be regarded otherwise than as public property, to be passed on to others as freely as the possessors of it may choose."

In the opinion of the Washington *Post:*

> "The Supreme Court has taken the only common-sense view of the law, which had been bungled in the making by Congress. If the lists are made public in any manner, they are legitimate material for publication in newspapers. If Congress does not wish to make public the income-tax lists or returns, it has merely to repeal the law."

This, it may be stated, is the attitude of the New York *World*, Boston *Post*, Baltimore *Sun*, Brooklyn *Eagle*, Springfield *Union*, Philadelphia *Public Ledger*, Albany *News*, and other papers. To the Columbus *Ohio State Journal:*

> "The law in question is unwise, and should be repealed. Its supposed object is to make people afraid to cheat in their income-tax returns, but that it has any such effect is very doubtful Without this invasion of the right of privacy, as it seems to us, in one's personal affairs, the Government has ample facilities for investigating all returns suspected of being fraudulent or otherwise inaccurate, and is constantly engaged in that work."

NOW A JAPANESE "PERIL" IN HAWAII

THE ARMY-NAVY MANEUVERS in Hawaiian waters, by concentrating American correspondents, Senators, and Congressmen at the "Crossroads of the Pacific," seem to have brought to light many questions other than strictly war problems, altho, as the New Haven *Register* remarks, "allied therewith in remote degree." One of the many strange sights that greeted the visitors on the occasion of the annual May festival, according to Carter Field, New York *Herald Tribune* correspondent with the fleet, was that of many thousands of bright-colored paper fish, flying from clothes-lines of Japanese homes all over the islands, each signifying a boy baby. The point of it is that every Japanese born in Hawaii is by virtue of that fact a full-fledged American citizen, entitled under the Constitution not only to vote but to travel freely throughout the United States. There are 125,368 Japanese on the islands, of whom some 65,000, mostly still under the voting age, are American born. In other words, the Japanese in the Hawaiian Islands outnumber the whites almost four to one, according to Arthur Sears Henning, fleet correspondent of the Chicago *Tribune*. As this experienced writer outlines this new Hawaiian problem from its inception:

"As the African slaves were brought over to work American cotton-fields, a succession of races has been imported by the Hawaiian planters—first the Chinese, then the Japanese, and now the Filipinos. With the Japanese remaining strongly nationalistic, if not anti-American, and constituting an anonymously disturbing element in local affairs, the eyes of the most intelligent American citizens are anxiously turned toward that day when it appears probable the sons of Nippon will control the Hawaiian electorate.

The population by races now, compared with 1910, is shown in the following table:

	1910	*1925*
Japanese	79,675	125,368
Filipinos	2,361	39,608
Americans, British, Germans, Russians	14,867	34,272
Portuguese	22,301	26,791
Chinese	21,674	24,522
Hawaiians	26,041	21,271
Caucasian-Hawaiian	8,772	13,134
Asiatic-Hawaiian	3,734	7,816
Porto Rican	4,890	6,347
Korean	4,533	5,817
Spanish	1,990	1,939
Others	1,071	215
Total	191,909	307,100

"The Japanese increased numerically more than any other racial group, partly because of a high birth-rate and partly because of considerable immigration up to the exclusion by law last year, notwithstanding the inhibitions imposed by the 'gentlemen's agreement' between the United States and Japan.

"The Japanese are not naturally assimilable. All other races in the islands intermarry and mingle socially to a considerable degree. The Japanese remain aloof. They are striving to perpetuate their culture and devotion to Japan through Japanese language schools, which their children attend after the public-school season.

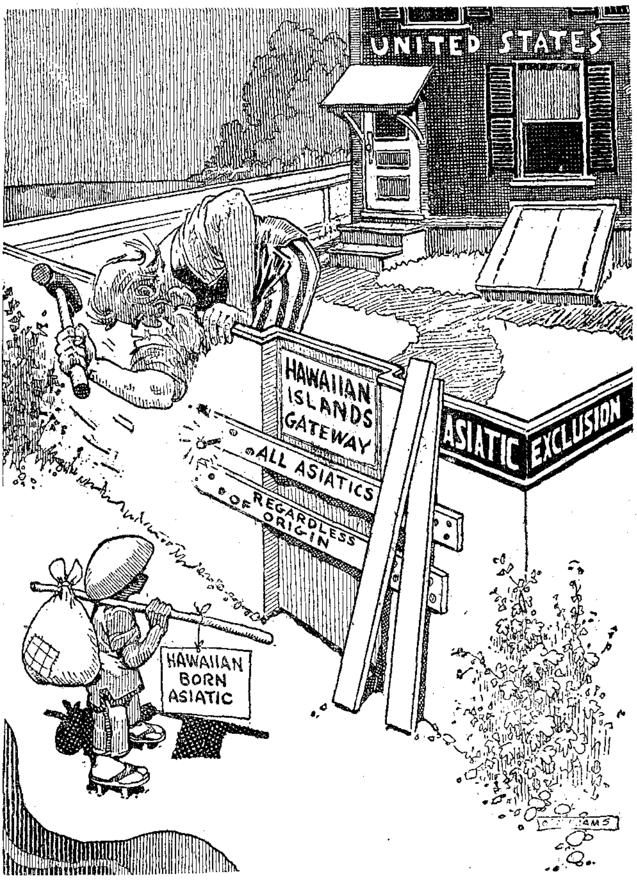
"American-born Japanese are American citizens, but anti-American at heart. Few of them have renounced their allegiance to Japan, as is now permitted by the Japanese Government. In the event of war between the United States and Japan, the Japanese element here would side with Japan, producing civil war in the islands and requiring us to intern and support an enormous population."

The "Grand Old Man of Hawaii," Judge Sanford B. Dole, the first Governor of the Territory, is opposed to statehood for the islands, says the New York *Times* correspondent with the fleet, "because if we had statehood, it might some day give us a Japanese Governor." "American-born Japanese promise to control the popular elections in the islands within a few years," explains the New Haven *Register*. As the *Herald Tribune* correspondent points out:

"California has 100,000 Japanese now, and views with alarm the multiplying number of Japanese in Hawaii who will have the right as American citizens to come legally through the Golden Gate, buy farms, vote, and go on multiplying.

"So a bitter battle in Washington is assured when Congress reconvenes, with, perhaps, talk so frank and hostile that the debate over the Japanese exclusion section of the Immigration Act will seem mild when reviewed. This is the more true because the law seems to be all on the side of the Hawaiian Government's demand that American citizenship, acquired by the birth of Japanese on Hawaiian soil, must be recognized by the Federal Government in every particular, including the free right to travel."

"In other words," remarks the New York *American*, "when Japan's unassimilable citizens were ordered away from Uncle Sam's front door, they slipt around to the back door, the Hawaiian Islands." "This intention of the Japanese to enter this country," declares the Boston *Transcript*, "must be considered in the light of what would be the political and social tinge of such a group in the United States. The law would be on its side, but the instincts, the interests, and the experiences of Americans would be all against it." Moreover, asks the Charleston (W. Va.) *Mail:*



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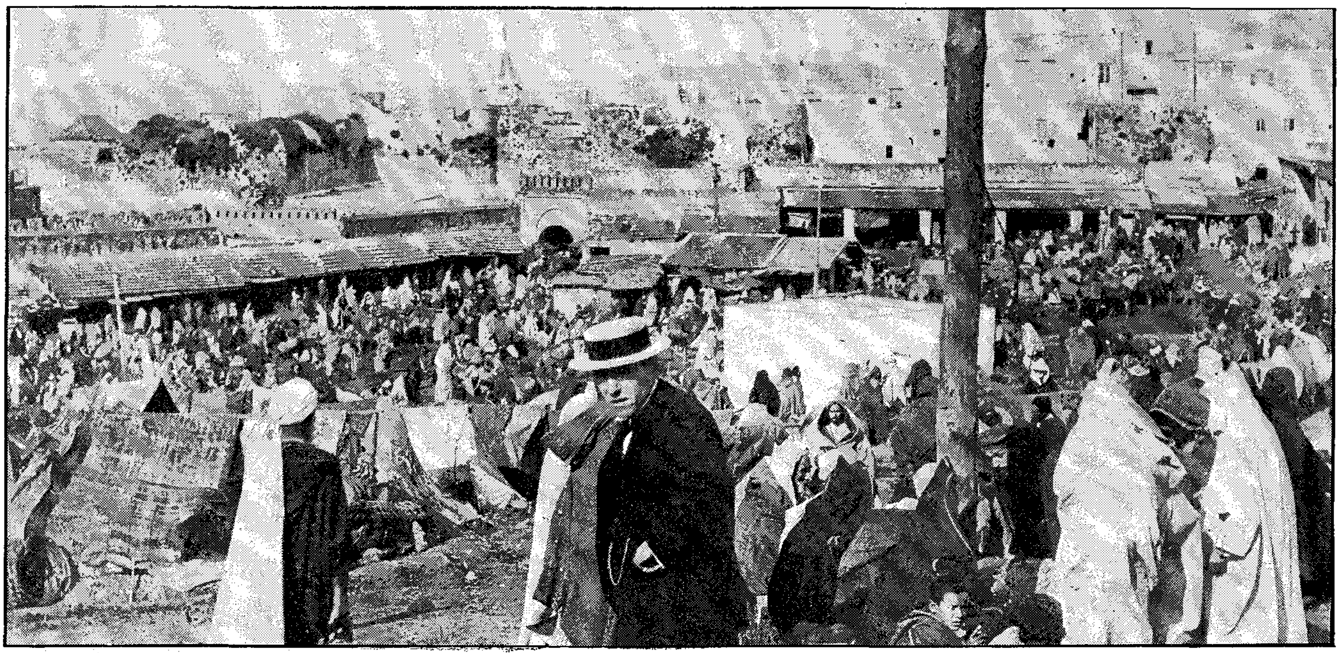
OUT!

—Williams in the New York *American*.

"How about the rights of small peoples to determine their destiny for themselves? Would the Japanese have the unalienable right to choose to transfer their allegiance to Japan? And, in case of war, if in the course of human events war between the United States and Japan should arise, on which side would the Hawaiian Japanese cast their lots, with the Japanese, their racial kin, or with their nominal fellow citizens, the continental Americans who vigorously exclude Japanese from their sacred continental soil?

"Here is a problem, and it is no light problem, either. It is a problem that may seem insignificant now, but has in it most potential possibilities."



Photograph by Underwood & Underwood

WHERE ABD-EL-KRIM WOULD LIKE TO BE

This is the market-place of Fez, capital and Holy City of Morocco. The Riffian forces of Abd-el-Krim are lined up about forty miles away. During the recent fighting, according to one account, they were within eighteen miles of Fez. If Krim ever takes the town it is expected that he will declare himself Sultan of Morocco.

WHY KRIM FIGHTS FRANCE

ABD-EL-KRIM, THE RIFFIAN LEADER who drove the Spanish forces to the seacoast, is finding the French army a harder nut to crack, and newspaper editors in this country are wondering why he ventures to challenge the world's greatest military power with his handful of Moroccan tribesmen. There are military, diplomatic and political explanations ventured by the correspondents, but Krim himself furnishes one answer to the question. His little section of Morocco is small, indeed, as compared with the great French empire. "All countries," he told an interviewer some months ago, "were small to begin with—Germany, Britain, America, Rome, Greece, Carthage." And then Krim is not afraid to pit a few thousand of his tribesmen against all the French, Algerian, and Senegalese regiments that may be sent against him, for of them he once said:

> "You must remember that the Riffian lives in the rugged mountains where he can not be found and pursued. He is tall, but he climbs with the agility of a cat. He needs no comforts. He puts into his bag the number of bullets he can use, and a loaf of corn bread. When he becomes hungry he stops beside a fig-tree and eats enough figs with his corn bread to satisfy his needs. He drinks from a spring, and then he is ready to shoot all day long. Wherever sundown catches him, that is his sleeping place. A stone under his head, the hood of his djellab over it, his feet drawn up under his cloak, and he needs no better bed. War is his usual occupation, his favorite pastime. Do you wonder that one Riffian is worth ten other men?"

Maps of Morocco show a strip across the north marked "Spanish Zone," which includes the Mediterranean seacoast of Morocco. The Riffian tribesmen live in the southern part of this zone along the boundary dividing it from the French zone. Directly south of them, forty miles away, is the city of Fez, capital of Morocco. Krim takes French outposts and makes advances toward Fez. The French drive the Riffians back toward the Spanish zone, but establish defensive positions. According to the dispatches, the French use every variety of modern military equipment. And the Riffs seem to know all about the up-to-date methods of fighting.

This Riffian chief, Abd-el-Krim, says the Cleveland *Plain Dealer*, "has shown himself anything but a wild-eyed and hair-brained zealot." While he knows well enough that France can defeat him if she makes the effort, he also knows that—

> "In 1881 the Boers won the war against Great Britain because the British had no wish to fight. Egypt has won independence from Great Britain. Mustafa Kemal is the most eminently successful of recent opportunists. Abd-el-Krim may prove to be a worthy emulator. If the Riffians protract the present war long enough France may make terms merely to put an end to an expensive annoyance."

The continuance of the fighting in Morocco alarms some of our editors because, as the Brooklyn *Eagle* puts it, "next to the Balkans the most potent trouble-brewery in the Old World is North Africa." It seems to the Hartford *Times* that the trouble Spain and France have been having in Morocco may be "a significant part of the increasingly disturbing unrest which characterized the new attitude of the East toward the West." And the New York *Evening World* is led to these reflections:

> "That which is happening in North Africa is an insurrection against the domination of the white race. Something of the same sort is brewing in India—in contrast with Japan, which is trying to live in peace and harmony with the white nations. It is not pleasant to contemplate the possibilities of a rising of Asia and Africa against Europe, the blacks and yellows against the white, Mohammedanism against Christianity."

In forcibly restraining the ambitions of the non-Christian tribes which once terrorized the western Mediterranean, France is doing a service to European civilization, in the opinion of the Detroit *Free Press* and the Chicago *Journal*. France, agrees the Cincinnati *Enquirer*, "is moving for the protection of her own interests and the interests of civilization."

Very different is the view of our leading Communist newspaper, the Chicago *Daily Worker*, and its opinion is the more significant because there is a large Communist group in the French Chamber of Deputies. To quote:

> "What better evidence that imperialism drives its devotees to suicide than the fact that, confronted with a financial crisis at home, the French rulers are forced by their colonial policy to engage in an expensive and unpopular war which strains their badly damaged credit and encourages revolt at home?
>
> "The French Communist party has not been slow in bringing these matters to the attention of the masses.

"The French Government is engaged in wholesale murder of the Riffians without the shadow of moral justification. The whole adventure is typical of the complete disregard of the rights of the so-called backward peoples exhibited by American imperialism in Haiti, by British imperialism in India and Ireland, by imperialism in Korea—to cite only three of a hundred bloody instances.

"The colonial masses are watching the heroic struggle of the Riffians and there is more than a grain of truth in the statements of the capitalist press that Egypt, India and French and British Africa movements for their support are developing."

The opposition in the Chamber of Deputies to the French Moroccan policy would seem to be confined to the more extreme group of Socialists and to the Communists. It is reported by a Paris correspondent of the New York *World* that:

"Among the Socialists and Radicals is a rapidly growing sentiment against France maintaining any colonies or protectorates. They raise the question whether the system of colonies is not antiquated and without value. The same group which was called defeatist for its attitude during the war, now is called anti-colonist and attacked as unpatriotic."

In a statement defending his policy Premier Painlevé says:

"There is no question of colonial expansion. Everything going on in the territory concerns our protectorate. The Government has no other object than to restore a stable peace in Morocco, and in order to permit this, the peace must be suitable to our dignity and established in accordance with our treaties. This policy, and this only, is followed by Marshal Lyautey, the French Governor-General. No Government could have acted otherwise than the present Government, neither more moderately nor with more decision, unless it abandoned to the fanatic Harkas the Fez road, then all Morocco, then all our North Africa."

A fairly complete story of the war between Krim and France may be gleaned from recent dispatches sent from French headquarters by Paul Scott Mowrer to the Chicago *Daily News*. According to this writer, who has visited the Riffian leader and studied the situation on both sides, Abd-el-Krim's ambition is an independent Morocco and his immediate objective is Fez, the capital and Holy City of the country. It would seem that:

"More than a year he had been preparing his great offensive against the French zone. Even while he was engaged with the Spanish around the ill-fated blockhouses of Chechouan last summer and autumn his emissaries were going out to all the larger tribes of Morocco, preaching hatred, sedition and revolt against the French. There were, he knew, only 60,000 French troops in all Morocco. Of these 40,000 were Moslems. Nor is the French zone entirely pacified.

"His aim, obviously, is to represent himself throughout Tunis, Algeria and Morocco as a victorious champion, excite the French Moslem garrisons to mutiny, raise the tribes against the French, especially the tribes between the Riff and Fez, and then—through the confusion thus wrought—march victoriously to empire.

"Informed regarding the general political situation by press clippings, by his own agents, and especially by agents of the Communist world conspiracy, this also he esteemed to be in his favor. In France there was a Government preoccupied wholly with peace and economy, which seemed not to take the Moroccan situation seriously. In any case, it sent no reinforcements. French Communists were being allowed openly to preach sedition to the French army, and were sending throughout North Africa seditious propaganda, printed in Arabic.

"Internationally, while Spain has retired on the coast, it was known to maintain its theoretical right to the so-called Spanish zone. Britain was known to be opposed to French occupation of the Riff coast. Italy was known to be seeking any occasion to intervene. The French Government itself was known to be chary of diplomatic complications. What wonder if in this situation Abd-el-Krim should see virtually an insurance of safety? Even if his attempt against Fez should fail, he would have only to retire to the mountains and the French would probably not dare to follow into this treacherous territory.

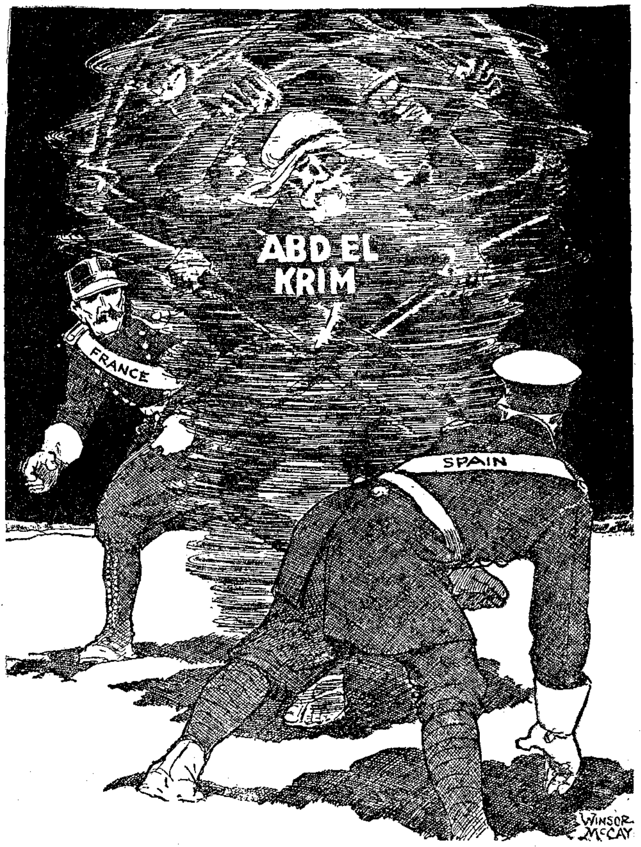
"About April 15, Riffian bands invaded the camps of the sons of Zeroual, a strong tribe on the confines of the French Riffian position.

"A week later they began infiltrations and intensive propaganda among the tribes behind the French front in Ouergha valley. Several of these tribes arose against the French, Riffians supporting them by a big offensive against French outposts on a front of some 100 kilometers north of Fez.

"Some twenty French posts, manned chiefly by Senegalese with white officers, were surrounded and cut off. Native raiders penetrated far toward Fez and Taza, hoping to cut off French communications with Algeria which pass here.

"French columns with reinforcements, gathered wherever possible, entered action in the early days of May and, in a series of hard marches with several combats and incessant guerilla warfare, succeeded in clearing the raiders out of the country south of Ouergha.

"With the taking at the point of the bayonet of the strongly fortified Riffian positions on Bibane Mountain on May 13, the French forces disengaged practically all of their beleaguered positions and won the first phase of the war.



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THE WHIRLING DERVISH

—McCay in the New York *Herald Tribune*.

"'It is our Battle of the Marne,' says Marshal Lyautey, the French commander—'no less, but neither is it more.'

"These columns crossed the invaded zone from end to end, harassed from every side, careless of their own communications. They freed one battalion which had been surrounded. They set about the arduous task of organizing the rear, and revictualing the surrounded blockhouses. An aviation service, ever more numerous and aggressive, reconnoitered their march, defended their flank and bombed enemy war parties.

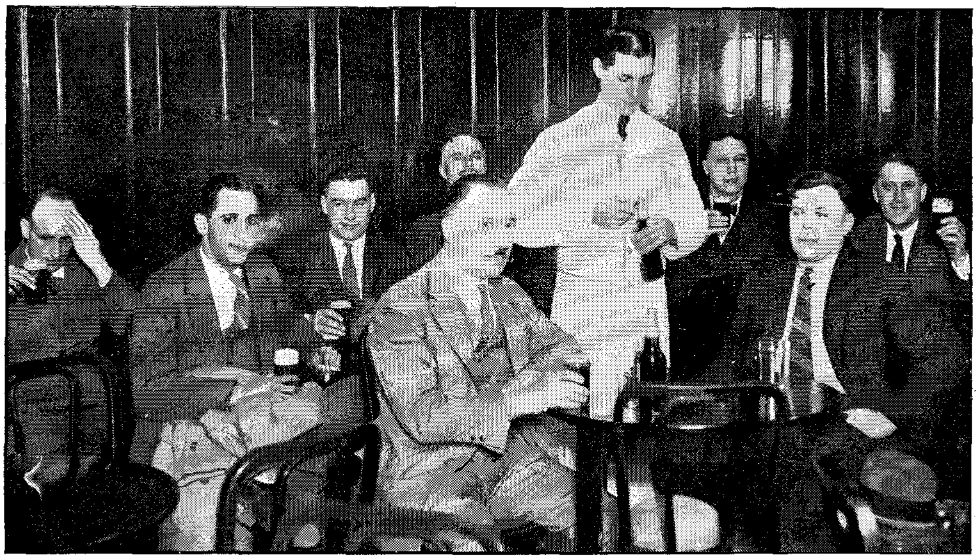
"Reinforcements now began to arrive, first from Algiers, then from France and Tunis. Another column was formed. Then another. There were several pitched battles in which the French artillery and aviation bombs wrought havoc in the Riffian ranks. At last, a few days ago, the situation was practically re-established.

"On the psychological and political side, Abd-el-Krim's great offensive has failed no less than on the military side. Tunis and Algeria have remained perfectly quiet. Dissidents of Atlas and Tafilelt have not dared to move. Except in the Ouergha Valley, the actual scene of hostilities, there has been no disaffection among the tribes. France's native troops have remained loyal.

"A finer tribute than this to the work of colonization which the French have accomplished in Morocco in the brief space of thirteen years could hardly be imagined."

BEER ACROSS THE BORDER

NO LIQUOR THAT EVER FLOWED under a bung ever had so much free advertising as "Fergie's foam," Premier Ferguson's 4.4 per cent. beer that was put on sale in the Province of Ontario on May 21, remarks a newspaper writer of the Dominion. Yes, says another, the Province of Ontario certainly "obtained several million dollars' worth of free publicity in Uncle Sam's domain as a result of the loosening up of the Prohibition laws." But this being admitted, the discussion of 4.4—which is twice as alcoholic as the beer formerly allowed under the laws of dry Ontario—enters the controversial stage. The quality of the newly legalized beverage and its effect on the drinkers have been loudly discust in all our border towns, from Prescott to Rainy River and in cities like Ottawa, Toronto, and London, with the interest centering at Windsor, across the river from Detroit, whither Detroiters went by the thousands on May 21 to sample the beer. That Ontario has tried a significant experiment in liquor legislation is admitted on both sides of the line. Our own papers are watching to see what the effect will be and how it will influence the campaign for the modification of the Volstead Law. In Ontario the dry papers deplore the introduction of "Fergie's foam" as a step backward, while the wet papers consider it an aid to moderation and the elimination of bootlegging.



International Newsreel photograph

DRINKING THE BEER THAT'S MAKING ONTARIO FAMOUS

In the Prince Edward Hotel, Windsor, Ontario (opposite Detroit), 10,000 persons were served, and 1,200 cases of 4.4 beer were consumed the day it became a legal beverage. In the picture the beer is being served at tables, as the Ontario law requires.

The Canadians aver that it is we Americans who are really excited about their beer. "The Americans are crazy over this beer," says a Toronto hotel man; "they are far more stirred up over it than our people are." The thirteen hotels of Windsor, opposite Detroit, were ready for a regular gold rush of Americans on May 21. All the road-houses along the Canadian shore had for weeks been painting up and ordering more glasses, chairs and tables, according to a Detroit dispatch. The ferry lines at Detroit were planning to accommodate 200,000 passengers a day. And when the great day came the Americans flocked across the river, perhaps 50,000 of them. Many had come from points as far away as Cincinnati, Columbus, Omaha, and Fargo. There was no drinking at bars, for the law provides that the beer must be drunk at a table, and there are other restrictions. During the day and evening, according to one Detroit paper, the visitors consumed more than half a million glasses of the legal beverage and "enriched Canadian pocketbooks by approximately $50,000." There is almost universal testimony that what they drank was a kickless beverage no stronger than the 2.75 beer allowed under war-time prohibition in this country before the enactment of the Volstead Law. One of the directors in an Ontario brewing company offers this authoritative characterization:

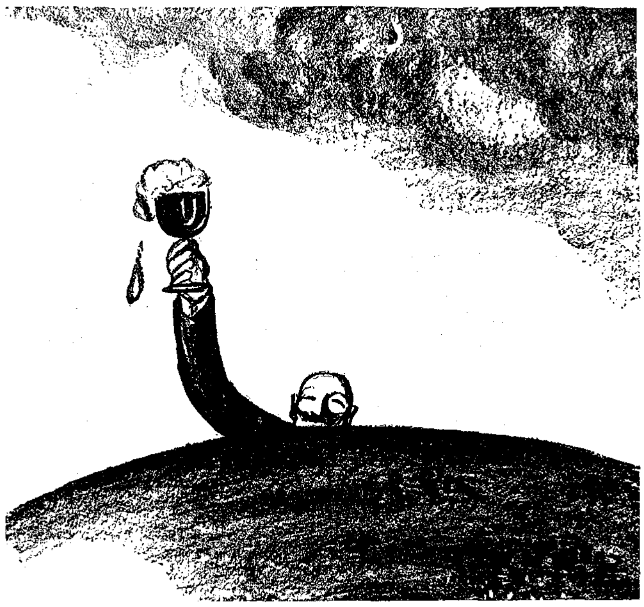
> "This new beer is a good beverage, cool and refreshing, but it hasn't got a kick. Some amateur might think he felt gay after drinking six or seven bottles of it, but it would be mostly imagination."

A brewer who offered one hundred dollars to the first person to get drunk on 4.4 beer the first day still has his money. As near as Robert T. Small, of the Consolidated Press, could judge, after visiting Windsor, the beer just made legal in the Province of Ontario is about of the same quality as the 2.75 product once sold here. He explains:

> "As a matter of fact, the 4.4 appellation of the Canadians is misleading. It means 4.4 per cent. by weight. The percentage by volume, as things alcoholic are measured in these United States, is exactly 2.5, and the first twenty-four hours of experience with the brew has convinced the man in the street that it is not intoxicating."

In Ottawa, we read in *The Citizen*, the beer went with a rush, "and comment was varied, particularly amongst the French-Canadian old-time hotel habitués, who thought it '*pas tres mal*,' but '*pas tres fort*'—'not very bad,' but 'not very strong.'" Throughout the Province as a whole, according to this paper, there was little excitement or enthusiasm and no particular rush for the new beverage. As a dispatch in the London (Ont.) *Free Press* puts it:

> "Ontario's new beer has seen its natal day and, on the whole, it was well received in all parts of the Province. To be sure, it did not arrive with as much 'kick' as some would have desired, but reports received here to-night from all the cities and rural districts indicate that 4.4 has fulfilled the promises made for it by its proponents; that is, that it is a 'palatable' drink, 'refreshing and non-intoxicating.' These adjectives have been freely



ONTARIO ENLIGHTENING THE UNITED STATES
—Fitzpatrick in the St. Louis *Post Dispatch*.

> used to-day by those of epicurean taste and beverage connoisseurs of pre-prohibition days, in describing the new beer. In Toronto those who confessed to having 'given it a fair trial' by partaking of three or more glasses of the beverage were of the opinion that while this number of drinks might be 'felt,' it would intoxicate only those of egregious capacity for beer "

The purpose of the proponents of the new beer law, which was passed in February, had been eloquently stated as follows by Attorney-General Nickel of Ontario:

> "It's a step in the direction of seeking greater temperance. How much better it will be if we can wean our people from strong liquors in favor of minor beers. I want to bring beer-drinking out into the sunlight, rather than continue the system of the consumption in cellars of poisonous concoctions which undermine the moral welfare and physical health of many residents of this Province."

We are informed by the Toronto *Mail and Empire*, which favors the beer law, that:

> "The amendment of the O. T. A. was adopted because there was a strong pressure of reputable public opinion in favor of it. If the Legislature had been solicitous to please and attract American citizens, rather than consult Ontario public opinion, it might have authorized a beer of really intoxicating effect. Instead of polishing up its bars, Ontario is putting the bars out of sight."

But "alcohol is alcohol, in whatever percentage it is absorbed," remarks the Ottawa *Citizen*, "and in the higher alcoholic strength of the new beer lies its menace to the future; it means a spread of the appetite for strong drink and a revival of the drinking habit at a time when it was thought that Ontario had put the liquor traffic behind it." Similarly, the Toronto *Globe*, on the day the law went into effect, made the assertion: "To-day this Province moves over to the wet column; the struggle starts all over again." The next day *The Globe* seized upon the apparent lack of any enormous and universal demand for 4.4 beer as an argument in favor of Prohibition, which, even tho not fully enforced, "has undoubtedly robbed many men of the desire to drink, a desire which is at the root of the whole liquor problem."

On the American side of the line the Buffalo *Express* suggests that "the beverage may win friends, for it evidently can be consumed in large volume without ill effects on either digestion or mind." But according to *The Evening Post* in the same border city, "there is going to be no exodus from Buffalo to Canada this summer for 4.4." According to *The Evening Post's* authorities—among them an anti-saloon official who called the beer "slops"—the beer is "not so good as the 2.75 per cent. which Americans wouldn't drink in war-time Prohibition days." At any rate, says the Cincinnati *Enquirer*, this Canadian experiment "will be watched with keenest interest by the people of the United States. The character of its operation in Canada may assist to a modification of the Volstead Law, or it definitely may establish the fact that even a beverage of 4.4 alcoholic content is not suited to this hectic age."

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A HEAVY RESPONSIBILITY

Rests upon Surgeon-General H. S. Cumming, of the United States Public Health Service, who is called upon to decide whether ethylized gasoline is injurious to the public. Millions of dollars, lower gasoline costs, and the future of the automobile motor, are said to be in the balance with the health of the general public.

TO LEARN THE TRUTH ABOUT LEADED GAS

A CONFERENCE OF THE FIRST IMPORTANCE, from the standpoint of public health, is a general characterization of the recent Washington meeting of physiologists, gas experts, chemists, and leaders in the automobile industry to determine whether ethyl gasoline, the fuel which abolishes the "knock" in motors, is so dangerous that its use by the general public should be restricted or prohibited. And while no drastic action was taken, and the manufacture and distribution of the fluid was discontinued as soon as it became known that such a conference was to be held, the controversy over the merits and dangerous qualities of the fuel, which has raged since last October, is now to be settled, as a result of the conference, by Surgeon-General Cumming and a committee of seven experts to be appointed by him, who are to report to the Surgeon-General not later than January 1, 1926. Tetraethyl gasoline, it is pointed out, has not been found guilty. But it is under indictment, and is evidently thought too dangerous to be allowed out on bail.

The motoring world, observes the Buffalo *Express*, "has followed with intense interest the controversy as to the virtues and evils of ethylized gasoline." Bowing to public opinion, the Ethyl Gasoline Corporation, of New York City, announced two weeks before the meeting in Washington on May 20, that it would suspend deliveries of the antiknock compound while its effect on public health remains unsettled, and this attitude was indorsed by the conference. Facts about this fluid, which have already been given in these pages, are conveniently reviewed in a Washington *Star* article by Frederic J. Haskin:

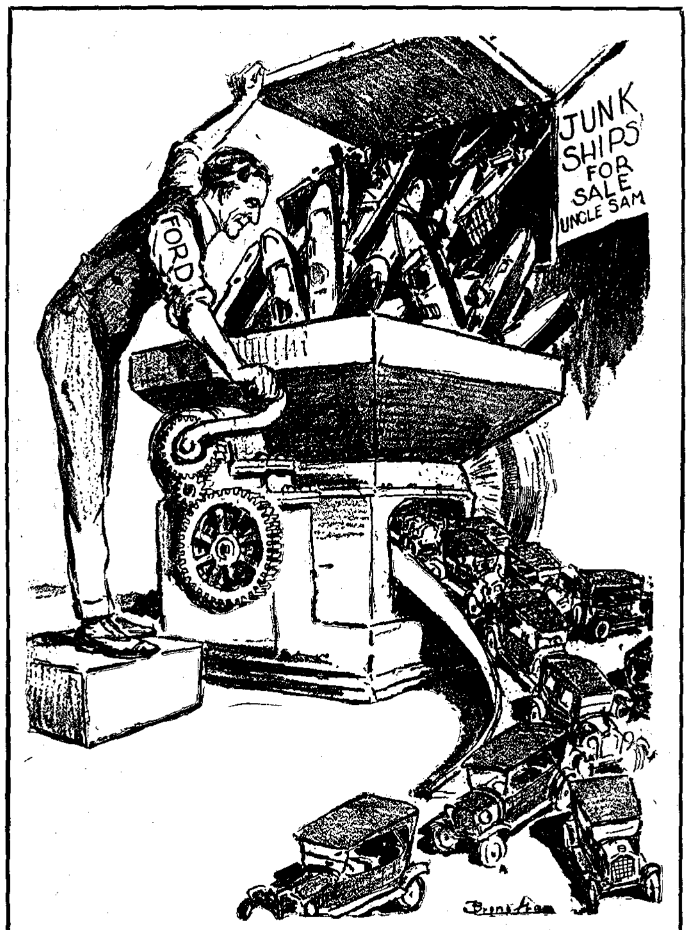
> "Ethyl gas is made by adding to ordinary gasoline a fluid of which tetraethyl lead is the active constituent. The discovery that a very small quantity of this fluid per gallon will do away with the knock that is especially troublesome in high compression motors, and would double mileage of gasoline, was hailed as one of the great achievements of modern industrial chemistry.
>
> "During 1924 ethyl fluid was distributed to the consuming public at filling stations. Motorists could have it put into their gas or not, as they preferred. Then it was decided to put the fluid in the gasoline at the refinery.
>
> "Ten fatalities occurred among workmen in experimental plants, but it is claimed that they were all in connection with the manufacture of tetraethyl lead, and that there have been no casualties in the distribution of the ethyl fluid or gas."

The Bureau of Mines was thereupon called upon to make an investigation, and their preliminary report that "the danger of sufficient lead accumulating in the streets from exhaust of automobiles using ethylized gasoline is seemingly remote," is now attacked by several chemists and a few newspapers as inadequate and misleading. It is also reported that the investigation was financed by the Ethyl Gasoline Corporation. The Cumming investigation, Washington correspondents remind us, is to be financed by the Government. As the Newark *News* points out:

"The most important question to be settled is whether lead exhausted from gas of this type can so vitiate the open air, in any probable concentration of motor-cars in a public thoroughfare, as to menace life and health, either by momentary effect or through the cumulative results of inhaling small quantities of lead over long periods."

"In a motorized age, we can not forego, without elaborate experiments, the use of a chemical which will increase power and cut down costs," notes the Hartford *Times*, and the Brooklyn *Eagle* recalls that "in their beginnings, many of the world's most useful discoveries, such as electricity, have claimed their toll of deaths. Yet no reasonable blame has attached to the discoverer, nor in this case should Dr. Midgeley, the discoverer of ethyl gas, or the manufacturing corporation be blamed." According to Dr. H. C. Parmelee, editor of *Chemical and Metallurgical Engineering* (New York):

"The research and development that produced tetraethyl lead were conceived in a fine spirit of industrial progress looking toward the conservation of gasoline and increased efficiency of internal combustion motors. The business was no fly-by-night venture, and its known hazards were safeguarded to the best of human ingenuity and ability. Its casualties were negligible compared to human sacrifice in the development of many other industrial enterprises."



GOOD MONEY FOR BAD!

—Bronstrup in the San Francisco *Chronicle*.

While several chemists and physiologists maintain, on the one side, that the general use of ethylized gasoline will cause lead-poisoning, hardening of the arteries, and so forth; and others declare that there is little, if any, danger to the public or even to garage and filling-station workers from handling the fluid, the lay editor, in the face of such conflicting professional opinion, seems inclined to await the outcome of the Surgeon-General's report. As the New York *World* remarks:

"It is to be hoped that out of the conference called by Surgeon-General Cumming will come a clear-cut opinion as to the actual merits of tetraethyl which will everywhere carry conviction. The public needs to be advised as to what is safe or dangerous for general use. The best result would be, if the facts warrant it, an opinion so conclusive one way or the other that it would leave no room for challenge and no grounds for doubt."

"The thing involved," explains the New York *Evening World*, "is not commercial profit, but the lives and health of the people of this country." Finally, observes the Norfolk *Virginian-Pilot:*

"There can be no doubt, from the mechanical point of view, that leaded gasoline increases motor-car efficiency and promises considerable benefits to all motor-car owners. But this promise appears inconsequential when weighed against the possibility that human life may be imperilled in its realization. Since the charges against the fuel have been made, the manufacturing corporation has voluntarily discontinued its sale. Before the product is allowed to come on the market again, scientific opinion needs to be conclusively agreed that it can be used without danger."

FORD'S OFFER TO JUNK OUR SHIPS

WHETHER HENRY FORD EVER BUYS a single Shipping Board vessel, either to melt and pour into flivvers or to carry his manufactured products to Europe and South America, "he has done a public service," thinks Raymond Clapper, Washington correspondent of the Atlanta *Constitution*, "in dramatizing one of the biggest problems that Washington has to solve, and stimulating the interest of the country so that public opinion may help to guide the bewildered officials here." In other words, Mr. Ford's willingness to buy some four hundred inactive steel ships, chiefly for scrap, "if the price is right," has converted an academic question into a live one. "His offer may stimulate a market which has been dull," remarks the Washington *Star*, "for it is axiomatic that when one man evinces a desire for certain property, other men begin to take an interest in it." "The automobile manufacturer has drawn attention to conditions in the Shipping Board that continue to grow worse," observes the Dayton *News*, "and his offer may serve to enliven an issue regarding American shipping equal to the Muscle Shoals question."

A few weeks ago, according to the Baltimore *Sun*, Chairman O'Connor of the Shipping Board came to the conclusion that it would be good business to scrap from two hundred to four hundred idle and comparatively useless vessels. Mr. Ford was approached, and signified his willingness to purchase four hundred vessels, of which he would convert from ten to thirty into oil-burners for his own use. Said the Detroit manufacturer to a United Press correspondent:

"I'm not in the shipping business; my job is making automobiles and tractors. But the larger and better constructed ships would be used to make deliveries to foreign ports.

"My stand on this ship business is just like my first stand on Muscle Shoals. I'm willing to pay the Government what the ships are worth, and if I get them I'll scrap them to the last ounce of iron and steel and brass. I'd take the boilers out of them, and if any of them were usable, I'd use them. Then, all the metal that was left I'd pour into my melting-pots and make automobiles and tractors. I wouldn't sell a dime's worth of things I found on those ships—either in this country or abroad."

Of the 1,271 ships of 8,588,680 gross tonnage now owned by the Government, 896 are said not to be in service. And of this number, declares the New York *Evening Post*, "several hundred are by all accounts fit only for junk." The majority of the vessels which Mr. Ford proposes to scrap are 260-foot Great Lakes steamers, and he estimates that it would cost $500,000 to tow the vessels to Detroit, and another million to dismantle and scrap them. The laid-up fleet of 896 ships, says a Universal Service dispatch from Washington, is carried on the Government's books at a value of $80,000,000, and it costs approximately $2,700,000 a year for upkeep, $1,000,000 of which is charged against the 400 in question. At two dollars a deadweight ton, this correspondent estimates that the 400 vessels which Mr. Ford has been asked to buy would bring $5,000,000.

Shall Mr. Ford be allowed to purchase 400 ships, and scrap all but ten or twenty? Commissioner Lissner, of the Shipping Board, holds that there is nothing essentially attractive about Mr. Ford's tentative bid; that the Board has had many offers for the vessels for scrapping purposes. Besides, it is pointed out, it is the rule that all sales of material of the Board shall be made only after competitive bidding. Therefore, according to Mr. Lissner, "if Mr. Ford makes the Board an offer, he will have to take his chances with other bidders." "The glamour of Ford's name should not be allowed to obscure the true import of any negotiations," declares the New Haven *Register*. "The terms must be fair to all concerned." To quote the Milwaukee *Journal:*

> "Mr. Ford's offer may be the very best we can get for these idle and expensive ships. But the last time Mr. Ford bargained for public property, analysis of his offer indicated it ought to be a mighty fine thing for Mr. Ford. He came near to getting Muscle Shoals on terms that disregarded the Federal Water Power Act, because Congressmen were too little concerned or were incompetent to tell the public what it was all about. These ships, too, are public property. Before the deal is closed, the public will want to know the details."

Moreover, maintains the Indianapolis *News*, "there must be no indiscriminate wrecking of idle ships that can be used to carry freight, pending an inquiry as to whether they can be made of practical service. In some degree, these surplus vessels already have been a benefit, for, as potential competitors of both domestic and foreign shipping, they have aided in keeping freight rates reasonable." The American shipbuilder and American private shipping interests must also come in for some consideration, thinks the Springfield *Union*. In this New England paper's opinion, "it might be better to sink the ships than to sell them to any one at a price that would be unjust to other private shipping interests."

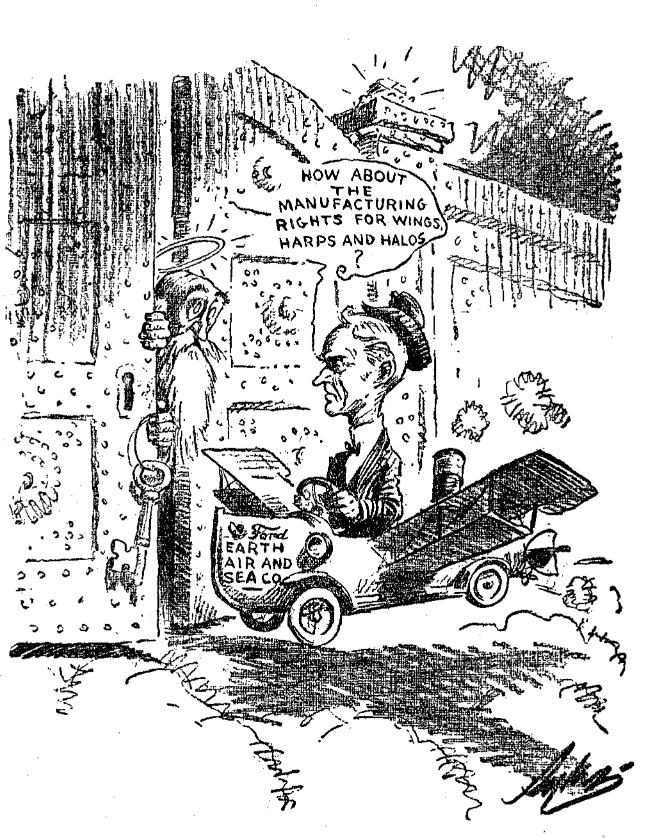
The great majority of editors, however, seem to be in favor of getting rid of the inactive and so-called useless portion of the fleet. In the first place, the Washington correspondent of the New York *World* quotes President Coolidge as being willing to sell the idle ships, if it can be done in compliance with the law. "These 'lakers' are small and slow, and their engines are for the most part unreliable," we are informed by the Utica *Press*. "They are deteriorating as they lie rusting at their moorings, they represent a steadily lessening value, there is no demand for them from American ship operators, and their upkeep runs into the millions," points out the Manchester *Union*. "The salvage value of the vessels," believes the Cleveland *Plain Dealer*, "will tend to decline as the years go on." To this Great Lakes paper, "the fact that most of these ships have been inactive for six or seven years is perhaps the best indication of their worthlessness for transportation." To quote the Indianapolis *Star:*

> "Our merchant marine would be none the loser by having them scrapped and out of the way. There is no chance of their being used on the high seas, and their presence adds another excuse for continuing the Shipping Board in existence."

"Take 'em, Henry," is the plea of the Baltimore *Sun*, which likens the idle ships to "a millstone hanging about Uncle Sam's neck." Continues *The Sun:*

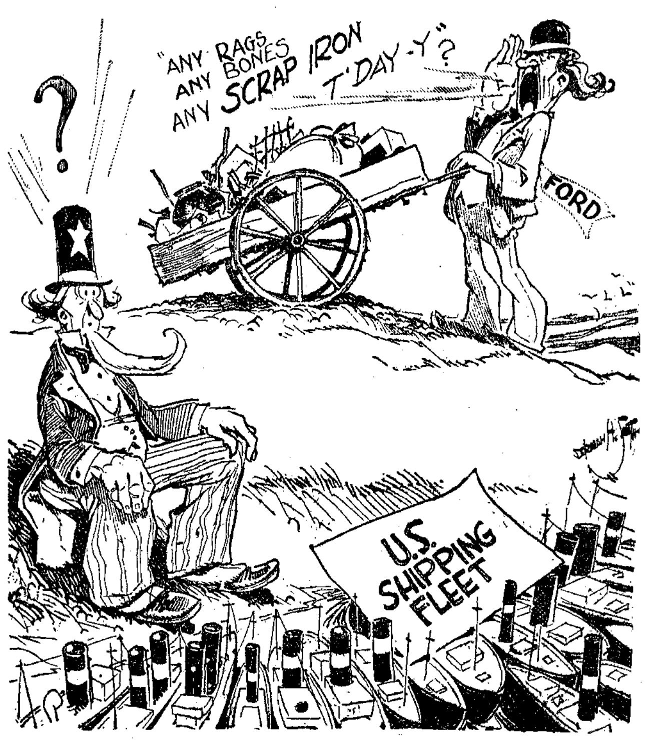
> "By all means sell the four hundred ships while they still have some market value. Any price received for them is better than sinking millions of dollars in their maintenance, only to find, some sweet day, that they have become entirely worthless, even as junk. If Mr. O'Connor can drag anybody into the Shipping Board offices who has genuine currency to offer for his boats, he ought to lock the doors until the money has been forked over in exchange for the boats. If that person happens to be Henry Ford, we are in favor of the Shipping Board kissing him on the brow and signing on the dotted line before he has a chance to change his mind."

"Most of the ships are a liability, rather than an asset," avers the Chicago *Evening Post*, while the Washington *Post* considers it "problematical if the Government will ever have a better chance to save itself from a dead loss in what has been, to put it mildly, an unprofitable investment." Certainly, agrees the Brooklyn *Eagle*, "the Government has never been called upon to support more costly white elephants than these."


HOW ABOUT THE MANUFACTURING RIGHTS FOR WINGS, HARPS AND HALOS ?
Ford EARTH AIR AND SEA CO.

THE NEXT MOVE

—Sykes in the Philadelphia *Evening Public Ledger*.


"ANY RAGS, ANY BONES, ANY SCRAP IRON T'DAY-Y?"
FORD
U.S. SHIPPING FLEET

HENRY WILL TRY ANYTHING ONCE

—Smith in the Providence *News*.

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

It's an ill wind that blows a saxophone.—*Detroit News.*

A green apple a day keeps the doctor on the way.—*Arkansas Gazette.*

One thing that can't be preserved in alcohol is a secret.—*Columbia Record.*

Better to sink Shipping Board vessels than to sink more millions in them.—*Wall Street Journal.*

Scientists are working on a new explosive that blows up at a touch—like a "close" friend.—*Arkansas Gazette.*

Suggestions for a shipping policy: more scrapping in the idle fleet and less in the Shipping Board.—*Norfolk Virginian-Pilot.*

The "White House spokesman" has let himself be vaccinated—and the whole Christian Science vote has probably been lost at the scratch.—*Norfolk Virginian-Pilot.*

If the majority really ruled, the locomotives would have to stop at the crossings for the flivvers.—*Arkansas Gazette.*

There is something about a windshield glass that magnifies a tack and makes a pedestrian seem a small matter.—*Wooster Record.*

The trouble is that most people who have wit enough to be good servants are out hunting for servants.—*Manila Bulletin.*

If that new German alcohol is in any way analogous to German silver, the authorities need feel no alarm.—*Birmingham Age-Herald.*

"What does the average vocabulary need?" asks an advertisement. Speaking offhand, we should say a rest.—*Associated Editors (Chicago).*

We often wonder why they don't have Wrong Number down in the book among the W's, so we could get it even more promptly.—*Ohio State Journal.*

The Democratic party is to publish a newspaper in Washington. Permit us to suggest, in the interest of harmony, parallel editorial columns, one conducted by William G. McAdoo, the other by Alfred E. Smith.—*Tampa Tribune.*

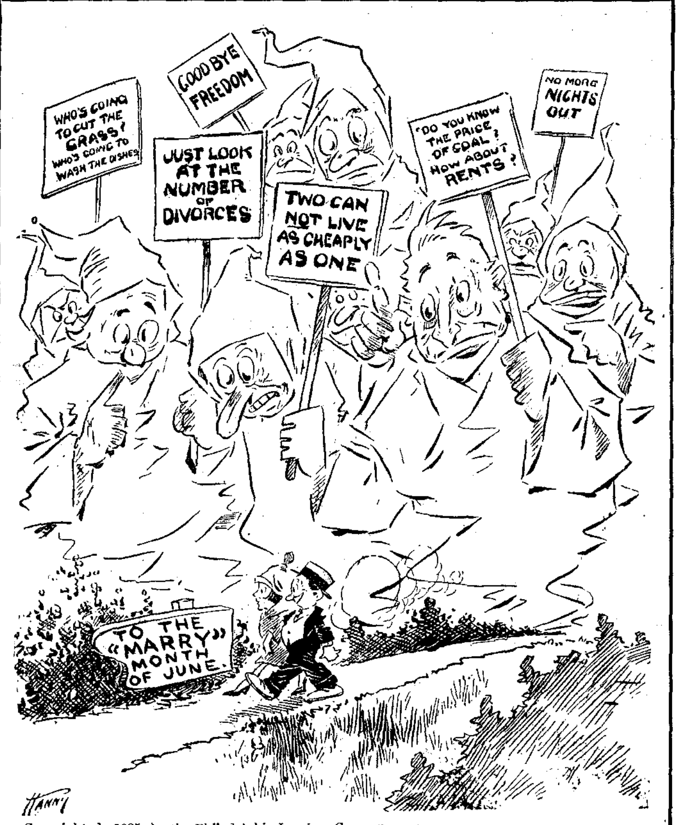
The evolution theory may be all right, but every time Congress is in session we fear evolution has not progressed far enough.—*Des Moines Register.*

If Mr. Dawes can succeed in getting the Senate rules changed, it will then be easier for Congress to pass a lot more laws that we don't need.—*Southern Lumberman.*

Now that fish-hooks have been discovered in the ruins of ancient Kish, we perhaps have a clue to the origin of some of the fish stories that are still told to the credulous.—*Boston Transcript.*

There is a complaint from the Treasury Department that the dollar bill does not last as long as it formerly did. The rest of us beat the Department to that observation.—*Cleveland Plain Dealer.*

Professor Hayes says the newspapers are publishing too much crime news. Worse than that, however, is the circumstance that the people are committing too many crimes.—*Houston Post-Dispatch.*


WHO'S GOING TO CUT THE GRASS? WHO'S GOING TO WASH THE DISHES
GOOD BYE FREEDOM
JUST LOOK AT THE NUMBER OF DIVORCES
TWO CAN NOT LIVE AS CHEAPLY AS ONE
"DO YOU KNOW THE PRICE OF COAL? HOW ABOUT RENTS?"
NO MORE NIGHTS OUT
TO THE "MARRY" MONTH OF JUNE
Hanny

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PEACE HAS HER HEROES AS WELL AS WAR

—Hanny in the Philadelphia *Inquirer.*

Hochs for Hindy and hoax for der Republic.—*Dallas News.*

France is now considering its I. O. U. S.—*Louisville Courier-Journal.*

To make a monkey out of a man, first get him up a tree.—*Greenville Piedmont.*

Well, the merchant fleet is typically American. It is living beyond its income.—*Bethlehem Globe.*

The communists are losing ground in Bulgaria. They are seven assassinations behind.—*Easton Express.*

If men can outlaw barbarous war, and keep their pledges in this respect, they can as easily outlaw all war.—*Harrisburg News.*

My watchword, said President von Hindenburg, shall be: "Forward with God!" Nothing like choosing a good vice-president.—*Norfolk Virginian-Pilot.*

The English-speaking people have almost everything in common now except a language.—*Erie Times.*

An onion a day is said to be even more health-giving than an apple. But supposing the doctor wears a gas-mask?—*Punch.*

A lecturer says that "civilization is advancing by leaps and bounds." At least, pedestrian civilization is.—*Arkansas Gazette.*

All that a wave of prosperity means to most of us is the privilege of watching others buy better cars.—*Medford Mail-Tribune.*

The Literary Digest's classic query, "Do Fish Smell?" hasn't revealed any one yet who ever heard of herring sachet.—*Detroit News.*

Our simile for the day: As quickly as an editor can find something he said quoted in The Literary Digest, if it's there.—*Ohio State Journal.*

Clarence Darrow is going to defend evolution when it is put on trial in Tennessee. Goody! Now Tennessee won't be able to hang evolution, after all. Maybe it will only get ten or twenty years in the penitentiary.—*Chicago Tribune.*

"Both sides claim the victory in the Pacific Naval war game." That is what happens when both sides live to tell the story.—*Toledo Blade.*

"Should wives be paid wages?" asks a writer in a national weekly. Well, if they aren't, a lot of birds will have to get out and look for jobs.—*Detroit News.*

Mr. Bryan misses a good deal, tho he may not realize it, and we always like to stand in front of the monkey cage and be reminded of people we know personally.—*Ohio State Journal.*

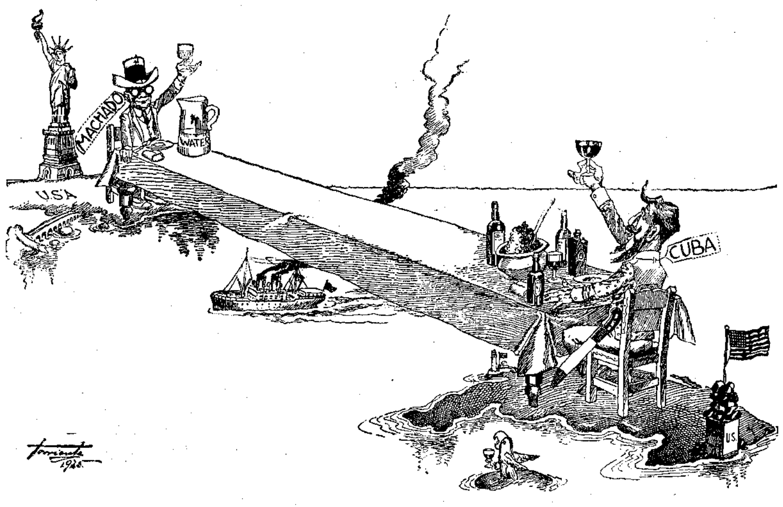
A fashion note remarks that there are many good things about the latest styles in men's clothes. One particularly good thing is that you don't have to wear them if you don't want to.—*Southern Lumberman.*

While Field Marshal von Hindenburg hasn't the type of face one would care to meet on a lonely road, still we'd welcome his residence in our neighborhood long enough to spread frightfulness among the amateur saxophonists.—*Arkansas Gazette.*

FOREIGN - COMMENT

CUBA'S DISLIKE OF THE PLATT AMENDMENT

An OUTBURST OF ENTHUSIASM such as has not been seen since the termination of the Spanish-American War is said to have spread from one end of Cuba to the other at the statement of President Gen. Gerardo Machado that he would work for the abolition of the Platt Amendment. This amendment, it will be recalled, is an appendix added by the United States Senate to the permanent treaty with Cuba, and under its provisions the United States reserves the right to intervene in Cuba for the maintenance of orderly government, and the protection of liberty and property. This right was exercised only once, some Cuban writers remind us, and that was at the expiration of the presidential term of Cuba's first President, Estrada Palma. The American occupation lasted nearly three years. President Machado made his promise to combat the amendment when he was in New York and was addressing the Association for American Arbitration. He is quoted as having said:



CUBA HEARS MACHADO'S PROMISE

The Cuban People: "Hurrah for you, General Machado! We will back you to the finish in what you say."
—*La Politica Comica* (Havana).

> "I shall come back as soon as I complete my term, to request your aid for the total abolition of the Platt Amendment. Cuba admires the United States and knows her acts are based on the great principles propounded by such eminent leaders as Washington, Lincoln and Roosevelt, whose names we respect and admire. A nation having given birth to men of such high ideals will surely understand and sympathize with our great aspiration, which I may fairly sum up in these simple words: Abrogation of the Platt Amendment."

The Havana *Mundo* declares it has always proclaimed the futility of the Platt Amendment, and it notes with satisfaction the explosions of enthusiasm that greeted the promise of President Machado to seek the repeal of this instrument. According to this daily, public opinion in Cuba is so familiar with the powerful arguments militating against the continuance of the Platt Amendment that it is unnecessary to state them anew, and we read:

> "We would engage in an open discussion of the subject only in case the people of the United States did not concede the justice of our demands and remained deaf in spite of our exemplary behavior, our proven friendship, and our gratitude as their debtors. We shall say merely that the amendment is a political superfluity. Instead of making matters easier, it hinders a better understanding and the creation of a candid partnership between the two countries."

El Triunfo remarks that the announcement of President Machado has elicited from not a few important newspapers in the United States the charge that it is a proof of ingratitude, not to say aggressiveness, on the part of Cuba. The Platt Amendment was adopted, this daily tells us, as a guiding line to Cuba's inexperience, but "if we have outgrown its use, why should we be exposed as an infant nation before the world?" It is further asserted:

> "A treaty of alliance would be enough to let the United States forbid a foreign nation to set foot in our country, but even without it, such aggression would be a patent violation of the famous Monroe Doctrine, which is so often invoked by America. . . .
>
> "If Cuba fulfils her obligations, maintains an orderly Government, guarantees liberty and property, it is but just and honorable that she be granted the full independence sought by all Cuban patriots.
>
> "To speak our mind frankly to the United States is a proof of friendship. Duplicity and evasiveness are reserved to enemies. President Machado has spoken the truth and interpreted the general feeling, when telling our powerful neighbors that no amendment is necessary to permit Cuba and America to be permanently allied and to be interested in mutual order and prosperity."

The Santiago *Diario De Cuba* finds that President Machado's declaration was both opportune and wise, and it believes he chose the right moment to voice what all Cubans feel. As this newspaper sees it, he said to the United States: "I am your friend, people of the United States, but before and above all, I am a Cuban, and as a Cuban I oppose the Platt Amendment, which is a stain on Cuba." This journal continues:

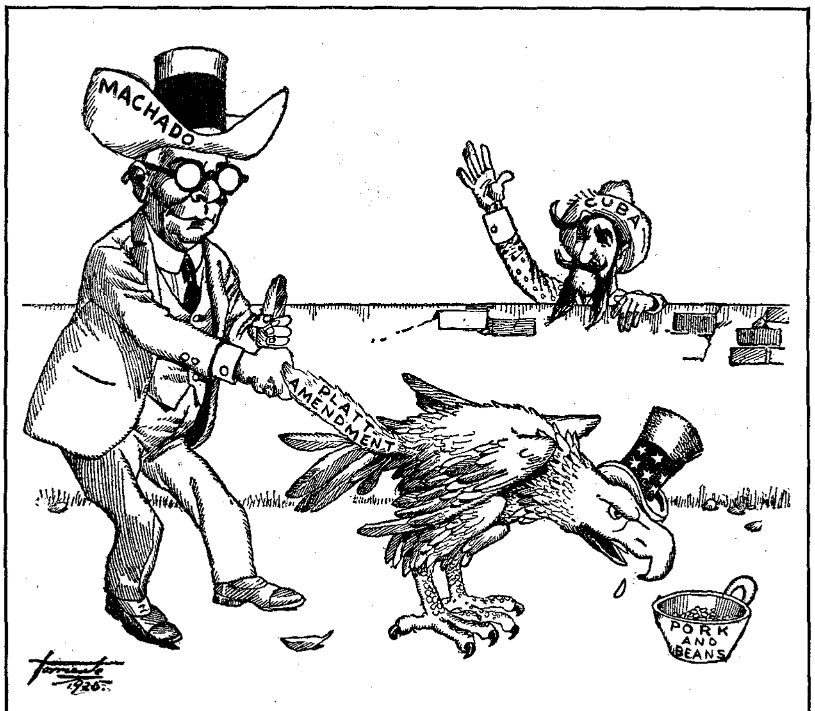
> "The amendment has never done us any good. It never prevented the great electoral frauds, nor the graft and incompetency of successive administrations. On the other hand, it has poisoned the civic pride of Cuba, has been a permanent reflection on our honesty, and has made our sovereignty the laughing-stock of the world. Because of the Platt Amendment, the people of Cuba have been accustomed to expect from Washington remedies for all their ills, instead of working out their own salvation. It has belittled us and has been a continuous threat over our heads. Most important of all, it is the reason why our people do not feel toward America the good-will, gratitude and love they would otherwise feel."

More reserved in tone is the Havana *Heraldo*, which reminds us that whenever a country is dependent economically on another country, that dependent country ceases to be its own master. Its sovereignty is relative, since it lacks material strength to act and consider itself as sovereign, we are told, and it is then pointed out:

> "Cuba is fundamentally dependent on the United States in two ways: In the Platt Amendment, which hurts our liberty; and in our economic subservience. The first is a treaty that may be renounced by the Government of the United States as soon as the latter become convinced that we do not need it to behave correctly in the concert of civilization. We shall achieve

liberty in the second instance when the capital invested in Cuba becomes Cuban."

The Havana *Sol* declares that because of President Machado's standing and character the American people must observe that his statement is not merely the brag of a third-rate politician, but the expression of the "common aspiration of Cuba." We are told then that the President's promise has been carefully studied, and that he has pledged Cuba's good behavior for the coming four years, because "the President clearly stated that only after we have given new proofs of political stability would he seek to obtain the repeal of the obnoxious treaty."



THE FEATHER CUBA DISLIKES

MACHADO: "I shall keep on pulling until I get it off."

—*La Politica Comica* (Havana).

In contrast to the foregoing attacks on the amendment, we have a defense of it in the Havana *Prensa*, which says:

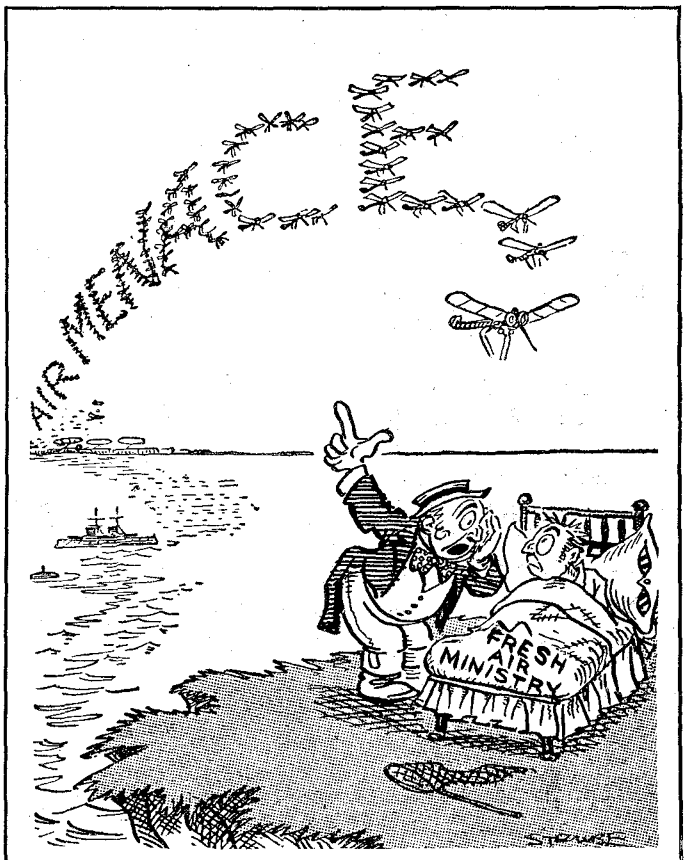
> "The joint resolution from which the Spanish-American War originated announced to the world that the United States never harbored thoughts of domination over us, and that once liberty from Spain was achieved, it would turn over the Government of Cuba to the Cuban people. The so-called Platt Amendment scarecrow which is so often flourished before us, is but a guaranty of our independence, since its sole and avowed reason is to guarantee the existence of an adequate Government, and to maintain its liberty and sovereignty.
>
> "The Platt Amendment is not, and never will be a menacing sword hanging over our heads. It is not an arm that the United States can brandish at will. It is both a protection and a shield, since it contains mutual obligations and promises."

Meanwhile it is interesting to note that Gen. Gerardo Machado, who is Cuba's fifth president, took the oath of office on May 20 in the reception-room of the Presidential Palace. From *The Times of Cuba* (Havana) we learn that President Machado's political career began when he was elected mayor of Santa Clara, the city in which he was born in 1873. During his mayoralty, it is related, he began to take part in the commercial and industrial development of the country, and for many years owned and managed the electric light and ice plant of Santa Clara. To-day he is Vice-President of the Electric Bond and Share Company, which owns electrical plants in the principal cities and towns of the island. We read further that in the 1917 revolution against Menocal he was arrested at the military hospital at Camp Columbia where he was sick, but when tried by a court martial he was found not guilty.

THE TERROR OF THE AIR

MAN'S BOAST of his great achievements in science is said to blind him to the fact that some of his discoveries bear in their train more evil than beneficial results. For instance, we are told that in learning how to fight in the air, mankind has let itself in for a pretty bad thing, and altho this is not generally realized by the public at large, the Manchester *Guardian* says it is a growing conviction among the experts. Sir Hugh Trenchard, the Chief of the British Air Staff, who is described as "the strongest mind and character devoted to air fighting in the war," is quoted as saying: "The air might be more of a blessing for this Empire than for any other country in the world, but all the good it could do in civil life could not balance the harm that might be done by it in war." If he had a casting vote, he added, he would say "abolish the air." Now this Manchester daily remarks:

> "If one tries to imagine how much evidence it would take to make a great fighting Admiral want to 'abolish the sea,' one may get some measure of the enormity of the evil possibilities which the famous Air Chief Marshal foresees for his country in the event of another great war. He was not speaking like those pre-war orators of the Navy League and the 'National Service' League who used to try to make our flesh creep with visions of the dreadful things that would befall us if we did not adopt conscription or build eight super-dreadnoughts in a year. Whatever price we might pay, he had no safety to promise us. His point was the one which now torments the mind of every one acquainted with the nature of air warfare—the terrible extent to which the means of air attack have outdistanced the means of air defense since combatant flying began. Sir Hugh Trenchard believes that more bombs could now be dropt on London in one day than were



SAFETY FIRST

"If you will sleep in the open, you poor idiot, for goodness' sake get a mosquito net!"

—*The Daily Express* (London).

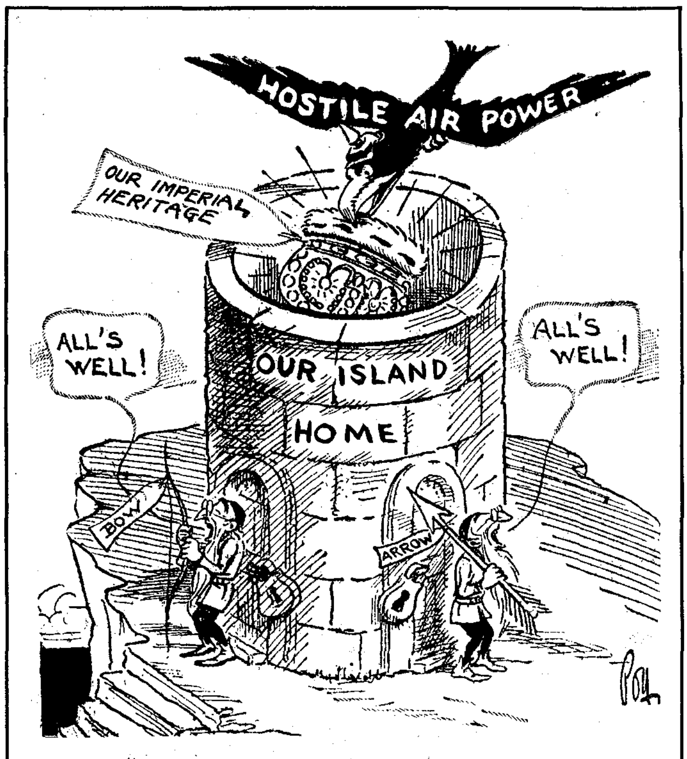
dropt on it in the four years of the Great War. They would, too, be bombs of a far more lethal and generally destructive character. And he does not conceal his belief that, however strong we may be in the air, we could not prevent this visitation.'

The Guardian goes on to quote Col. Lockwood Marsh as stating that there are three possible kinds of attempted defense against air attack. All such visions as "death rays" and Jules Vernean tricks for putting distant engines out of action may be disregarded, for they are "such stuff as only sensational journals are made of." We read then:

> "There is the anti-aircraft gun; there is the balloon 'apron'; and there is the fighting air-plane. The anti-aircraft gun can certainly inconvenience assailants. But it can never keep them off if they have determination. Military and naval gunners do miracles in scoring hits on distant targets which may be moving in two planes. But where the target can move in three planes, as an air-plane does, the limits of practicable miracle are passed and a hit becomes more of a fluke than of a feat. Even the most elaborate air barrage can never build so dense a wall of shell-bursts across the air that a nimble airman will have less than an even chance of flying safely through it. Then there is the balloon apron, first used in 1917—a chain of kite balloons, connected to each other by cables, with wires hanging down from the cables at short intervals, to entangle the propeller of any airman flying through. But cables and wire are heavy, and so no apron can be rigged high enough to make an insurmountable aerial wall round a city. Thus there remains only the third mode of defense—by fighting aircraft, sent out to attack the raiders in the air."

A few brilliant and lucky strokes of defense of this kind, we are told, greatly stirred the public imagination during the war. When a British airman first shot down a Zeppelin, or, even when one of them brought down an enemy air-plane over England, people began to feel that the problem was solved. But it was not, declares *The Guardian*, for just once or twice a gamble against very long odds had come off.

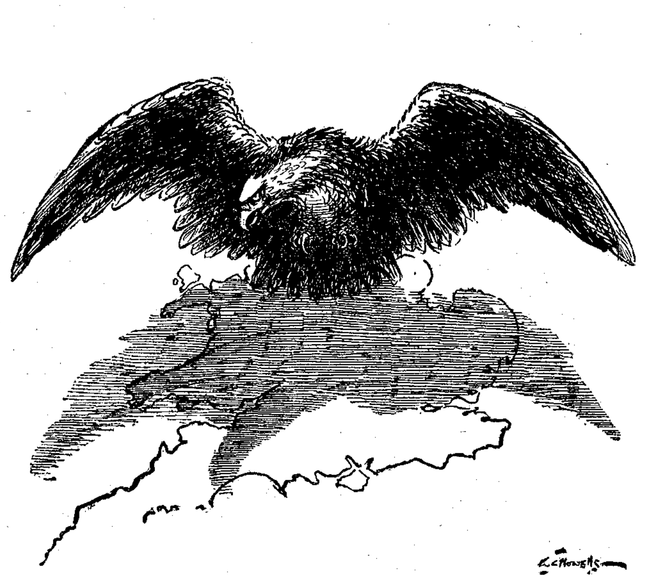
The odds have remained long, it is said, as the nicked and chipped walls of Lincoln's Inn and the Temple visibly testify. Now they are longer, and we are reminded that:



"ISN'T IT TIME WE PUT A ROOF ON?"

—*The Evening News* (London).

> "The bombing air-plane of the war period was a mere unarmored barge of the air, a defenseless wagon-load of high explosive. The bombing machine of to-day is far more easily controlled, far faster, and far better equipped for hitting back—especially if the existing open question as to the relative merits of the fixt machine-gun, firing only in the direction of the plane itself, and those of the swivel-mounted machine-gun that can be trained in any direction, should be decided in favor of the latter. And all the time there remains, almost undiminished, the counter-attacking airman's extreme difficulty, even on a moonlit night, in finding his enemy, however much he may be aided by search-lights and sound locators on the ground. Colonel Marsh's conclusion is that 'there is no effective defense against well-organized air attack properly pushed home by determined raiders.' For Sir Hugh Trenchard a position of great responsibility perhaps renders it difficult to speak as sweepingly. But there can be no doubt what is in his mind. 'While the air-plane,' he said, 'is the most offensive weapon that has ever been invented, it is a shockingly bad weapon of defense against the air-plane.'"



A WELSH WARNING

The German Eagle: "Ha! The same old unprepared England!"

—*The Evening Express* (Cardiff).

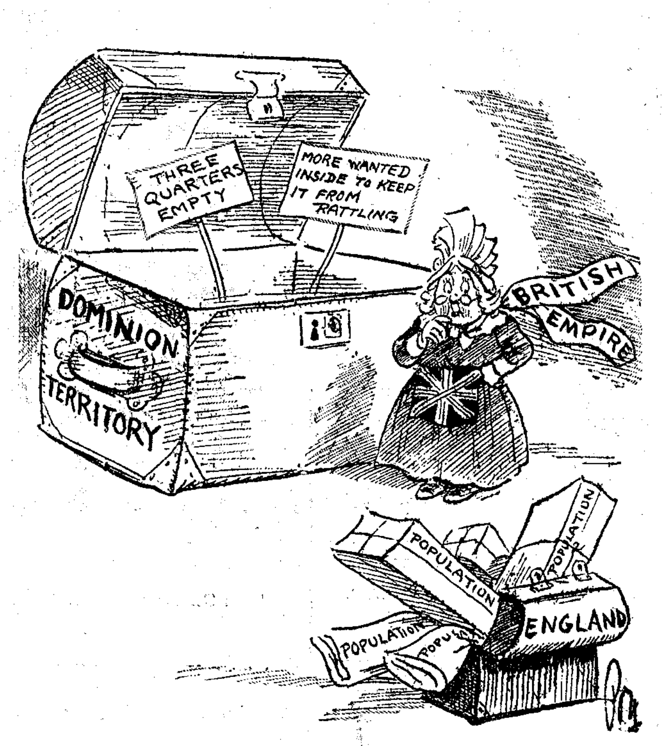
With effectual self-defense so far past hope, *The Guardian* thinks that any future war between the Great Powers must take the form of an immediate and enormous competition in the destruction of civilian life and property, each state trying desperately to quell and numb the enemy nation's will by the approach of extermination before a similar process of depopulation has broken the spirit of its own. Any available air-forces, it is held, would so obviously go farther in offense than in defense, that defense would scarcely be attempted, and this daily continues:

> "The only hope of victory would lie in superior powers of inflicting national attrition by bomb-fire, poison, and incendiarism; and capital cities would be left at the mercy of countless enemy bombers because every plane capable of leaving the ground would be employed to the greatest military advantage in killing every soul in some open enemy town. It has been noticed for a long time that we moderns have immensely increased the physical appliances at our command, and especially our means of hurting one another, without any corresponding improvement in our characters. And now an ironical fate would seem to have put a climax to this kind of evolution by giving nations an unthought-of freedom to murder other nations and taking away from them most of their former power to keep murderers at a distance from themselves."

Incidentally the London *Times* calls attention to the Air Exhibit at the Wembley Exposition and tells us that the Air Ministry, the Air Survey Committee, the Ordnance Survey Department, and private firms have combined to show graphically what can be accomplished in the way of aerial survey both in civilized and in uninhabited areas of the country.

CANADA'S CALL TO OUR FARMERS

CANADA'S IMMIGRATION ACTIVITIES in seeking worth-while settlers might be improved, it is charged by some Canadian editors, by being directed a little more intensively toward having United States farmers move north over the boundary line. Most of the effort seems to be centered on British and continental immigration, say these complainants; but a competent authority makes answer to the effect that endeavors to secure the farming type of the United States immigrants have not been neglected. At no time during the past few years, says *Agricultural and Industrial Progress in Canada* (Montreal), have efforts toward this objective been relaxed either by the Government or by the railways. But conditions for some years have been against immigration from the United States, we are told, and the principal condition is that American farmers have had only indifferent crops, and for that reason have been unable to move, tho not unwilling. We read then:



THE BRITISH EMPIRE PROBLEM OF POPULATION

Too many at home and too few abroad.

—*The Evening News* (London).

"The years of greatest immigration to Canada of United States farmers have been their most successful crop years, but when, through poor crops, they are without adequate funds, as has been the case for several years, the farm owner is as unable to dispose of his home as is the renter to provide sufficient funds to enable him to move. The record for the past dozen years bears this out, and from a total of 139,009 in 1913 figures for the past year dropt to just over 20,000, the lowest recorded since the year 1901. From 1910 to 1914—banner years for Canadian immigration—prosperous farming years in the Republic to the south of us—over 600,000 immigrants came into Canada from the United States, the majority of whom were farmers, and they brought with them, not only a large amount of cash and equipment, but large experience in farming conditions such as they would encounter in Canada."

At that time, it is recalled, so many United States farmers were deserting their land in the Middle and Western States, that, to counteract the movement, the Northwest Development League was formed, with headquarters in Seattle. Its president is said to have made the statement through the press of his country that "the 130,000 settlers who had left the United States for Canada in 1912 took with them $125,000,000 in cash." To this, it is related, a well-known United States Senator replied: "No amount of patriotism or sentiment will prevent a man from going where he can better his condition." This contention the League soon found to be irrefutable, it is said, and in the past few years Canada has made the same discovery to its cost. Praise for the American settler is then exprest:

"Of all the farm immigrants best suited and equipped to make a success in Canada, none are more advantageously located or competent to succeed than the United States settler, for conditions, methods of farming, climate, currency, language, etc., are more or less similar in Western Canada to those of the United States. They know land and building values and buy with knowledge and in keeping with former experiences. They cross the line in but a short, inexpensive journey, start operations within a week or ten days after leaving the old farm, and adapt themselves to life in a shack while breaking their land and carrying on preliminary operations. Nor do they require farm help, for most of these farmer settlers have sons, and, indeed, the possession of these sons—the desire to provide them with farms of their own, prohibitive in their own country—is one of the main reasons for their moving. Land is still cheap and plentiful in Western Canada; produces bigger crops at less cost; and is transported to markets at still less cost than that prevailing south of the line. Canada can not have won the wheat championship of the world for thirteen years out of the past fourteen without that knowledge being general and effective among United States farmers."

Canada has never ceased to try to attract United States farmers, it is reported, nor is she diminishing her endeavors now. A ray of hope is indicated in the prospects for this year, it is said, for from all parties, the Government and the railways, comes the information that "inquiries from a desirable farming class south of the line have been heavier than for years past." What is more—

"Increased land sales in the Prairie Provinces indicate a 'come back.' A district superintendent of the Land Settlement Branch of the Department of Immigration and Colonization of the Government recently stated: 'Where one or two years ago it was difficult to find buyers, today the situation is entirely changed, in that applications for the purchase of lands which have reverted are numerous, and among these applications are many United States farmers, who are up here, at the present time, picking up bargains.' A report from Manitoba says: 'Land values have gone up considerably and hundreds of acres have changed hands during the last six months.'

"It is well known that United States farmers had a very successful year in 1924, and the probable movement forecasted through heavier inquiries would be but a natural result."

This monthly review then provides a table showing the tides of American emigrants for a period of fifteen fiscal years.

United States Emigrants to Canada

Fiscal year		*Fiscal year*	
1910	103,798	1918	71,314
1911	121,451	1919	40,715
1912	133,710	1920	49,656
1913	139,009	1921	48,059
1914	107,530	1922	29,345
1915	59,779	1923	22,007
1916	36,937	1924	20,521
1917	61,389	1925 (11 months)	16,816

As to the Canadians who come to the United States and settle here we have interesting information in a letter to the Montreal *Daily Star* from a Canadian who has spent two winters and one summer in California, motored over 30,000 miles through the State and worked with the people. Californians like Canadians, he says, and do all they can to push them forward in business. This can be proved by any one, it is asserted, who cares to seek out the evidence. In Los Angeles a series of department stores, ten to twelve stories high, is owned by a Canadian, we are told, who started in a very small way, and there are said to be many more Canadians like him. Most of the banking executives, he adds, are Canadians and the banking staffs are almost exclusively Canadians.

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WHY RUSSIA IS OUTSIDE EUROPE

IF A ROMAN from the days of the Kings, or a Chinaman from a period long before Confucius could suddenly appear among us, he would be no more foreign spiritually it is remarked, than a true Russian. These words are said to distinguish the real Russia from the superficial and fundamentally ridiculous idea of that vast country as a modern European State, which is held by the majority who are deceived by the surface Europeanism of the upper and middle-class Russian. This declaration is made by a contributor to *The Contemporary Review* (London) who says that in this distinction between the real Russian and the Europeanized Russian the key to the true meaning of Bolshevism lies hidden. The reason for the failure to understand Russia and its historical development, he maintains, is to be found in the utter inadequacy of the historical measuring-rod used by most Western thinkers, and we read:

"Our civilization with its immense material and scientific progress is looked on as the criterion of human development. By the 'civilization' of a country or a race we mean its approximation to European conditions, its ability to use our political nostrums (parliaments and ballot-boxes) and our mechanical conjuring-tricks (motor-cars and electricity). All our newspapers, reviews, history-books and the like are crammed with examples of this superficial philosophy, which renders impossible a true and objective appreciation of historical movement.

"The accepted view of the reign of Peter the Great is that with it began the real 'civilization' of Russia. Peter the Great began the Europeanization of the country, and in the minds of most thinkers Europeanization is a synonym for civilization. It is not realized that it may be in the highest degree injurious to the best interests of a collective organism to force it into a mold which is foreign to it. Mineralogists have a name for this process: they speak of a pseudo-morphosis, and this term has been applied by a recent writer to historical development. A historical 'pseudo-morphosis' takes place where an old civilization exerts such a powerful influence upon the land in which a young civilization is struggling to develop, that the evolving organism not only does not succeed in producing its own natural forms of expression, but can not even arrive at a consciousness of its own independent nature."

The possibility of such a "pseudo-morphosis" in the development of Russia, we are told, appears during the fifteenth and sixteenth centuries. Ivan III, who became Grand Duke of all the Russians in 1462, we read, succeeded in destroying the Tatar domination by 1480. He consolidated and aggrandized his dominions, welcomed foreigners, and entered into relations with many Europeans, among others the Germans, the Venetians, and the Pope. We read further, that this process was continued by his successors Vassili and Ivan the Terrible, and that during the whole period from the fall of the Tatars until Peter the Great there was a struggle between the Old-Russian party supported by most of the feudal Boyars, and the friends of Westernism. This contributor to *The Contemporary Review* goes on to say,

"St. Petersburg, 'the window by which Russia looks at Europe,' was founded in 1703, and this date is capital. With it begins the new era determined by the ability, character and energy of Peter the Great. This remarkable man forced a civilization just beginning to develop on its own lines into the utterly unsuited political and intellectual mold of an eighteenth-century European State, complete with cabinet government, European foreign policy, Prussianized Army, and so on. At his accession in 1669 two possibilities lay open to him. He could govern according to Russian tradition or according to Western ideas. He decided for the latter alternative and his successors continued his policy. Russia was henceforth to form part of Europe.

"This decision was fateful. A people which, if left to itself would have undergone for generations a very slow process of historical development was brought by force into an artificial and unreal whirl of historical happenings, the real meaning of which was completely incomprehensible to it. 'The yearning toward the holy South, Byzance and Jerusalem,' says Spengler, 'which lay deep-rooted in the soul of all true believers, was transformed into a worldly-wise diplomacy with its eye on the West.' Modern Western art and science were introduced, together with Social Ethics, Materialism and now Marxism, altho in these early days of civilization religion is the only speech in which a people can understand itself and the world. Modern towns sprang up like mushrooms, with great blocks of flats, factories and warehouses, towns which seem in the highest degree artificial and unnatural in the midst of the untouched country-side with its primitive and deeply religious peasantry. 'Petersburg is the most abstract and artificial town that exists,' remarks Dostoievsky. He felt as tho he might wake up any morning and find that the town with its quays, its Winter Palace, its barracks and squares, the Nevsky Prospect and the Peter and Paul fortress, had disappeared in the morning mist. Thus must Christ have looked on the Greco-Roman towns in Galilee."

The true Russians, we are told, did not understand fully the import of what had been done, yet they hated all that represented the Europeanization of their country, "feeling it to be artificial, almost satanic." Petersburg "represented enforced Westernization," and this informant again quotes the famous Russian novelist Dostoievsky as saying that the people were the true Russians, for the ruling and intellectual classes had become "detached, artificial and Europeanized." This separation of the ruling and intellectual classes from the great mass of the people, which remained almost unaffected by the so-called civilization of the upper strata of society, is said to be one of the most significant facts in Russian history. A Russian ultra-nationalist is quoted as having said long ago, "if only Russia could be put back one hundred years," and this contributor to *The Contemporary Review* remarks:

"His wish has been fulfilled. Soviet Russia, as far as at least the great masses of the peasantry are concerned, is as it was before the accession of Peter the Great. One of the first acts of the Communists after the revolution was to transfer the seat of government from St. Petersburg to Moscow. It is said that Lenin wished to choose a town much farther east even than Moscow, such as Ekaterinburg, to be the capital, but he was overruled. This action was of the greatest importance and symbolized the return to the sixteenth century.

"St. Petersburg is now in consequence a dying city, and its slow decay moves parallel to that gradual destruction of the whole work of its founder which is the result of Bolshevism. Bolshevism is purely nihilistic and destructive in its action, as all those who have had personal experience of Soviet rule will agree. Only sympathetic Socialist idealists invited by the Government and shown the various model institutions set up by the Communists—homes for children, clubs for the Comsomol, or Union of Communistic Youth, and so on—while every effort is made to prevent them seeing the wide-spread misery and ruin, think otherwise. But what is not realized is that the nihilism and destruction correspond to the deepest instincts of the people."

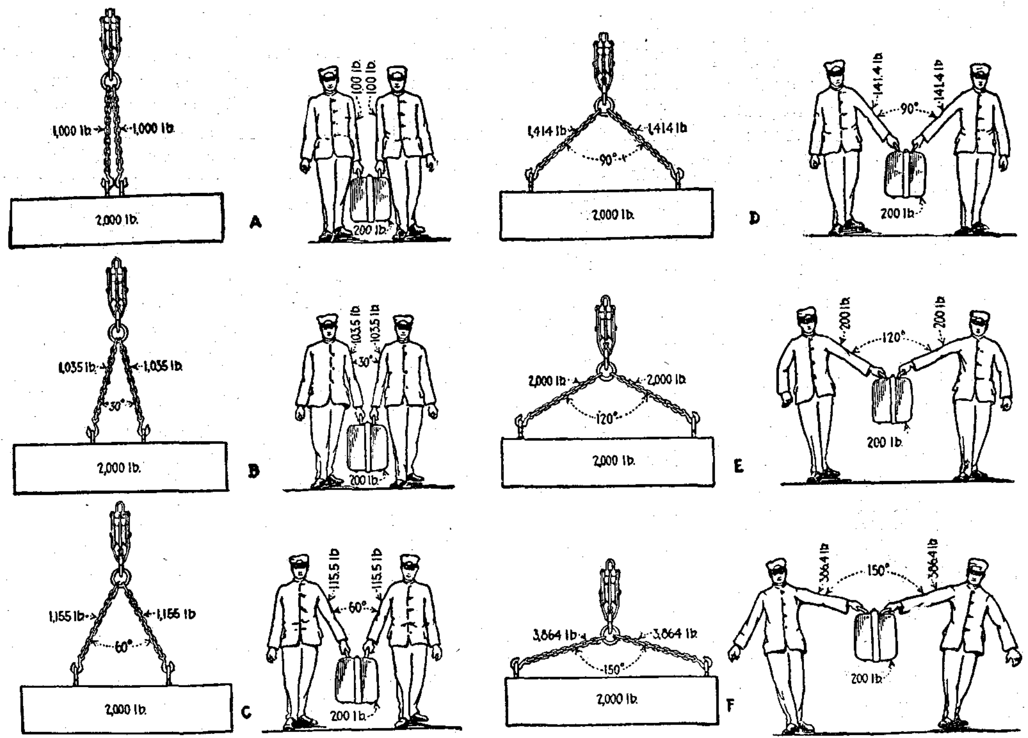
Bad as economic conditions have been in Russia during the past year, this writer tells us that there is an extraordinary, almost religious, resignation on the part of the people to all suffering, past, present and future. One Russian of the middle classes told him that "he felt as tho the Russian nation, and especially the late ruling and middle classes, were expiating a great sin." The *Contemporary's* contributor thinks this best explains the state of mind of the great non-Communist mass of the Russian people. The Communists, he tells us, on their own showing number only about 400,000, and he goes on to say:

"The Russians feel the present to be a time of trial to be borne patiently. No one is contented, neither bourgeoisie, nor workmen, nor peasants. And yet one would say they felt instinctively that some great good was coming out of the misery and tragedy of this moment. They have a boundless confidence in the future of their country which nothing can shake. The great mass of the people would not have the revolution undone, and hardly anybody wishes for the return of the Romanoffs and their bureaucracy. Nor does the general desire seem to be a democratic régime on the western model—which all agree would be absurd in Russia. The Russians are just waiting patiently and resignedly, but with a great confidence, for what may come."

SCIENCE AND INVENTION

HOW NOT TO BREAK A CHAIN

TWO MEN ARE CARRYING A TRAVELING BAG containing, let us say, gold bullion. The total weight of bag and bullion is two hundred pounds. The bag has two handles, and the men hold it in such wise that the weight is evenly divided between them. How much weight does each man support? Apparently that is a question for the tots in the kindergarten. But in reality there is a catch in it: it is a question that no engineer or mathematical physicist could answer, unless given additional data. The obvious answer, 100 pounds, might happen to be right; but, on the other hand, the right answer might be two hundred pounds. Paradoxical, is it not: two men exerting an aggregate pull of four hundred pounds in order to support a two-hundred-pound bag? Yet we are assured by David Fliegelman, writing in *Industrial Engineering* (Chicago) that under certain conditions the men could not support the bag unless they did give this exaggerated pull. The conditions are simply that the men should stand far apart, so that their arms are nearly in line, instead of nearly parallel, as they would be if the bag were being carried with the least possible expenditure of energy. In practise, the men themselves would of course quickly find the easiest position, not to make needless work for themselves. If they separated ever so little more than was necessary, they would find the load heavier. But the principle which they thus demonstrate (however unconsciously) is one that many laborers do not take into account, Mr. Fliegelman tells us, with the result that life and limb are needlessly endangered, through the breaking of chains used to hoist heavy loads—say building materials. For example, a chain capable of supporting a weight of three thousand pounds may break in the attempt to hoist a two-thousand-pound block of stone, if improperly applied—precisely as the strength of the men carrying the bag will prove insufficient if they attempt to carry it the wrong way. Chains may break, it is true, through other kinds of misuse—sudden shock, twists or kinks, bending the links around sharp corners—but danger from these sources is fairly evident, whereas the hazard of spreading the branches or legs of a double-sling chain is not so obvious and is less generally understood and appreciated, except by those who have studied mechanics or mathematics. As most users of chains have not had this privilege, Mr. Fliegelman wisely resorts to diagrams and tables to illustrate the principle, with this general statement by way of explication:



Cour.esy of *Indu.trial Engineering* (Chicago)

A FEW SIMPLE LESSONS ON HOW TO CARRY A WEIGHT

"The arms of the two men carrying the traveling bag represent a double-sling chain (inverted) with one arm of each person taking the part of one branch of the sling. While the two men stand close together with their arms down straight and parallel, each carries one-half of the load without much effort or strain on the arm. However, as the men step farther apart, the angle between the arms increases and as it does so, the load or pull which each man must exert to hold the traveling bag in the position shown increases. The strain on the men in positions *E* and *F* would far exceed their ability to stand the strain In the same way a chain is overloaded.

"When the angle between the branches is 170 degrees, or the angle between the chain and the load 5 degrees, the safe working load is only 10 per cent. of the safe load when the chains are almost vertical. In other words, the stress in these chains, if the same load were lifted in each case, would be about 11½ times as great with the chains at a wide angle, as when the chains are vertical. Half of this load would be taken by each branch of the chain. However, this stress would exceed the factor of safety of three and one-half to four, which is ordinarily used in a chain. Thus the stress or overload may be great enough to rupture the chain even though a load much heavier could be handled with safety if the chain had been applied differently.

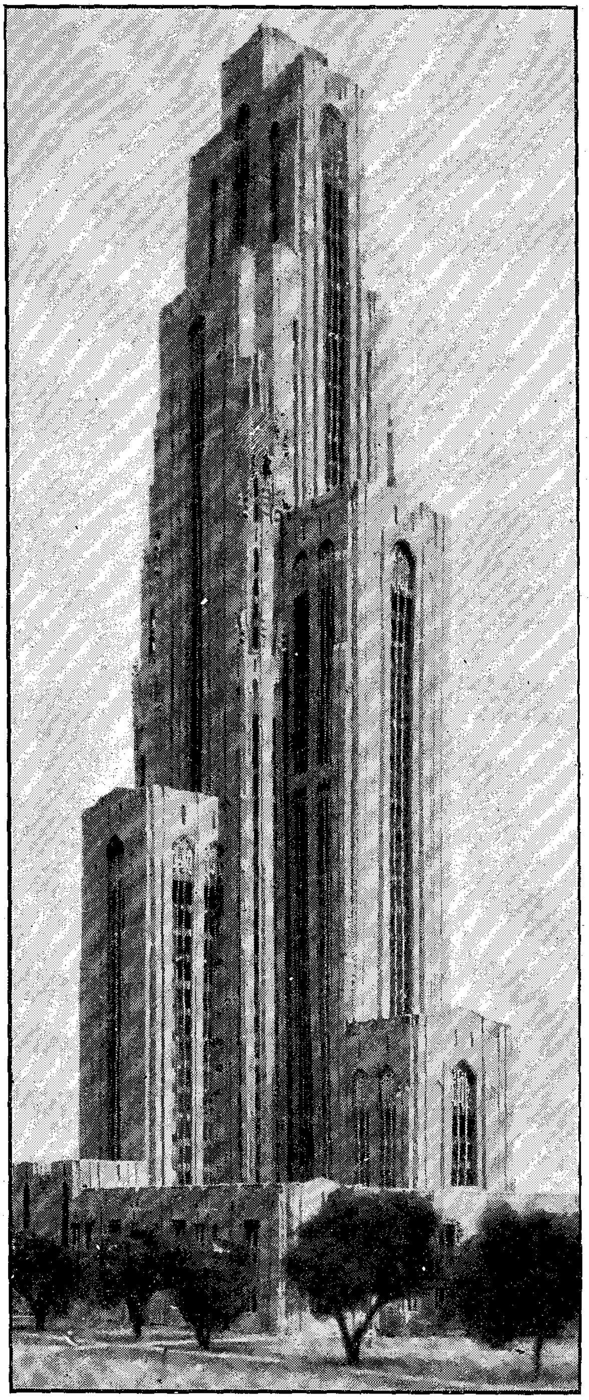
"It will be noticed that when the angle between the chains is 120 degrees, or the angle between the chain and the load 30 degrees, that the stress on each chain is equal to the total load. This angle might be considered as the absolute maximum at which sling chains should be used, and a much smaller angle would be preferable.

"Repeated overloading of chains produces fatigue which weakens the chain sufficiently so that it may break some time later even though it is loaded below its safe working load. The unsafe condition of the chain does not always show up when the overload is applied. A good wrought-iron chain will usually indicate that it is in an unsafe condition before actually rupturing One of the most obvious indications of an unsafe chain is elongation, which may be due either to deformation of the links or to inter-link wear.

"Chains for hoisting or for slings, like any other kind of industrial equipment, must be handled properly to insure long life and satisfactory service."

A 52-STORY "CATHEDRAL OF LEARNING"

"HERE, THEN, FABRICATED OUT of steel and stone, is a structure with more power, spirit of achievement, and reverence in it than has ever before been attempted in the world." Thus Chancellor John G. Bowman, of the University of Pittsburgh, characterizes the unique 52-story building about to be erected to meet the growing needs of the institution of learning over which he presides. The new building breaks tradition in college construction, he declares, not to be different or high, but to express its age—an age of creative, forceful energy directed toward usefulness. It will be a practical structure withal, any part of it adaptable to use as ibrary, recitation room, laboratory, or shop; permitting the expansion or contraction of any department as circumstances rom time to time require. The high building has obvious advantages of better light, less noise, less dust, and better ventilation; it will give unity to the whole university, saving time in transit from one department to another, bringing professors and instructors more together in club-rooms and dining-rooms, fostering a spirit of mutual sympathy through better understanding, making for tolerance, broadmindedness, and harmony. Such, at any rate, is the belief of the university authorities, as summarized in an article in *Building and Building Management* (Chicago), which presents also details as to the inception of the plan, practicalities of construction and maintenance, and in particular, Chancellor Bowman's interpretation of the spiritual significance of the departure from tradition. We ead:



Courtesy of *Building and Building Management* (Chicago)

"LIKE A GREAT SYMPHONY"

"The plan is daring. It departs from tradition in college buildings. The structure is to be like a great symphony. The unmeasurable quantity of its lift makes us apprehend that the power to achieve is the source of education and of life."

"The trustees of the Univerity of Pittsburgh have been considering for the last three years the best means of providing the great amount of additional space needed for the university's purposes.

"The present plant has long been outgrown. Laboratories and classrooms, offices for professors and instructors, study rooms, libraries and assembly rooms are overcrowded; in fact, hey are reported as being made to serve approximately three imes the number of persons they were intended for. Besides his, they are inadequate in other respects; for they consist largely of old structures and wooden barracks constructed by he Government for Army use during the war.

"Between 1916 and 1923 there was an increase of nearly 100 per cent. in the number of students. In 1922-23 there was a total tudent registration of 7,786; in 1923-24, 8,512: for 1924-25, egistration is estimated at 9,432.

"The total present floor space available is 292,800 square feet; the area required for normal operation is 747,460 square feet.

"The next step was to decide upon the architect to execute the plan, and Charles Z. Klauder of New York was selected. Tentative plans were presented and discust by trustees and architect, until finally the design shown by the illustration in this article was produced and enthusiastically adopted. Chancellor John G. Bowman paid it the following eloquent tribute: 'The plan is daring. It departs from tradition in college buildings. The structure is to be like a great symphony. Forceful, unafraid, sublime with a sense of upwardness, it starts our accustomed limits of thought and life to move farther away. The unmeasurable quantity of its lift, buttress after buttress rising but never arriving in a spire, suggesting force enough to go still beyond themselves, make us apprehend that the power to create and achieve is the source of the value of education and of life.'

"Chancellor Bowman has put into words the aims and purposes that brought about the adoption of the ambitious plans here shown. The quoted passages that follow are taken from his comment:

"'The University desires to interpret by its building the active emotion of courage, daring, achievement, together with spiritual aspiration. How can this be done? First, the use of mass and proportion is imperative. This use requires height.

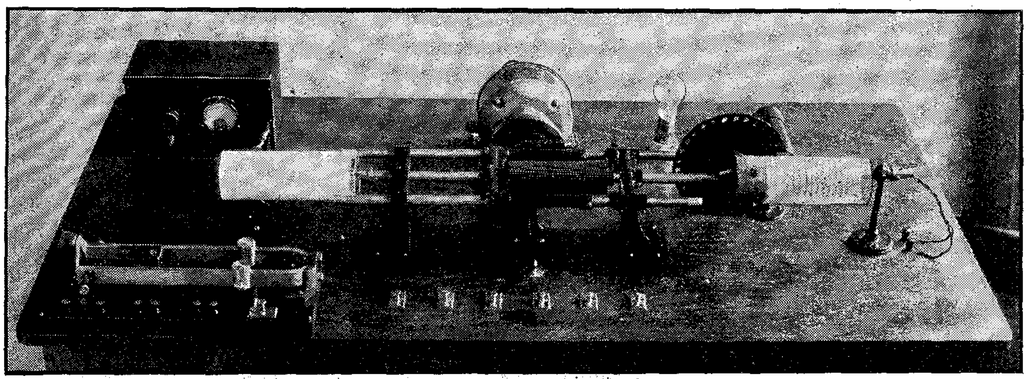
"'The buttresses of the building, rising unadorned, are the supreme use of mass and proportion. The height to which the buttresses might go seems to be unlimited, undiscovered. They are undefeated. Force, daring, courage, achievement, all are there.

"'By some sort of instinct in us, mass, proportion, and perpendicular lines convey a mood of power. This feeling of power in the design is further increased by the horizontal ending of the buttresses and of the central tower. They do not arrive at their limit; in them is force still to go higher. Utter simplicity and the lack of ornamentation emphasizes this theme.'

"A notable feature of the design is the effect produced by the arrangement of the wings or buttresses. They are irregular and yet not unsymmetrical. They might be described as whorled or voluted. Their general effect is that of a great winding staircase ascending from the base to the top of the tower. Referring to this feature of the design, Chancellor Bowman says: 'The wings are the climaxes, each one rising higher than the other until the highest peak is attained. More dignity, more majesty, and more force in action are exprest by these steps upward than if the steps were eliminated and we arrived, in one sweep, at the grand climax.

"'Force and power, however, are not all that is wanted. Where is the spiritual quality? The answer to this is that at each corner of the tower, conspicuous by its position, occurs Gothic ornamentation. The character of this ornamentation, here in contrast to the otherwise stern simplicity of the building, means to us, through association with church buildings, a mood of worship and reverence.'"

VISIBLE RADIO FOR THE AMATEUR



Photographs by courtesy of *QST*, American Relay League, Hartford, Connecticut

THE JENKINS DUPLEX PHOTOGRAM MACHINE

Which sends and receives, by radio or wire, photographic copies of letters, sketches, maps, pictures, etc.

"RIGHT NOW THE RADIO AMATEUR is up against it for something to send," declares Dan C. Wilkerson, in *Q S T*, the official organ of the American Radio Relay League (Hartford, Conn.). He goes on to say that most of "the clan are now working on short-wave apparatus, because they have been told to outlaw mere salutations and conversational banalities, and the message traffic is not as high as it was. He suggests a new field of activity for the transmitting amateur in the sending and receiving of letters and pictures. What he terms visible radio lends itself, he says, to short-wave transmission; and here the amateur has a "running start" on the large industrial and research laboratories. Meantime, Mr. J. Francis Jenkins, who is interested in the development of radio pictures, has offered to cooperate with the amateurs—believing that they can largely aid in developing visible radio as they did in developing audible radio—by supplying them with apparatus from his own laboratory, virtually at cost. He plans to build small compact send-and-receive picture machines of various types, to be placed in the hands of amateurs with the express understanding that they are not to be used for profit, and must not be used to compete with any commercial company that will handle radio photo news. Says Mr. Wilkerson:

"Mr. Jenkins has worked out four or five different models of his automatic facsimile machine. The cheapest one will sell for $45 according to present plans. It will consist of a framework below which projects a shaft carrying a friction roller. The whole machine can be set on any phonograph of the disc variety with the friction roller against the turntable of the phonograph. The Jenkins machine is then driven by the friction roller and shaft. Since the phonograph has an excellent governor, this will provide a good steady drive. The Jenkins machine is *both* a sending and a receiving device.

"A somewhat better model will be equipped with an electric motor. This will permit very easy adjustment of the speed to agree exactly with that of a distant machine of the same sort. This machine will probably sell for about $160.

"The models we have been talking about are of the drum variety, the picture to be sent being wrapt around the drum at the sending end and the reproduction at the receiving end being made on a similar drum.

"In the higher types a continuous strip of photo paper is fed into the receiving machine, and it will reproduce press dispatches at high speed until the paper runs out. This model will be more costly than the two described above."

The clever idea of running the machine with a phonograph disk depends upon exact synchronization of the two phonographs at the sending and receiving ends. But, as Mr. Wilkerson explains:

"It will not be difficult for amateurs to synchronize their talking-machine motors at an even speed by ordinary code, and no doubt a constant speed of 78 or 72 per minute will be adopted for this work.

"Stopping to visualize for a moment just how the amateur wil handle this equipment—here goes. Let's say that Kruse of the Hartford office wishes to send a facsimile letter to Parks at Washington. Kruse gets into communication with Washington and he asks Parks what his turntable speed is. Parks will signa back 78, or whatever it is. Kruse will verify his own turn-table speed, and after checking it over for several moments, he wil signal Parks OK.

"The next job will be to get both machines in step. A smal contact stud placed in the drum of the transmitter will serve to give a constant-speed impulse. This can also be done by an original vertical guide line which will be repeated as a dot coming at even intervals. This will show the receiver at once whether or not he is properly synchronized.

"With synchronism established the facsimile reproduction is begun. If there be a need for sending the first facsimile on to another station, Parks at Washington can take his received facsimile message and place it on the transmitting drum and send it along while he is getting another facsimile from Hartford.

"This dual transmission and reception will require a separation of transmission and reception equipment so that the radiated impulses from the transmitter will not interfere with the reception

"The beam transmitter idea coupled with the short wave will prove a fruitful field for experiment here."

A writer in *Popular Mechanics* (Chicago) tells of an interview with Mr. Jenkins himself, and states that letters are now sent by radio "at a rate of 100 words per minute, altho it is anticipated that the speed may be increased to 1,000 words a minute." He continues:

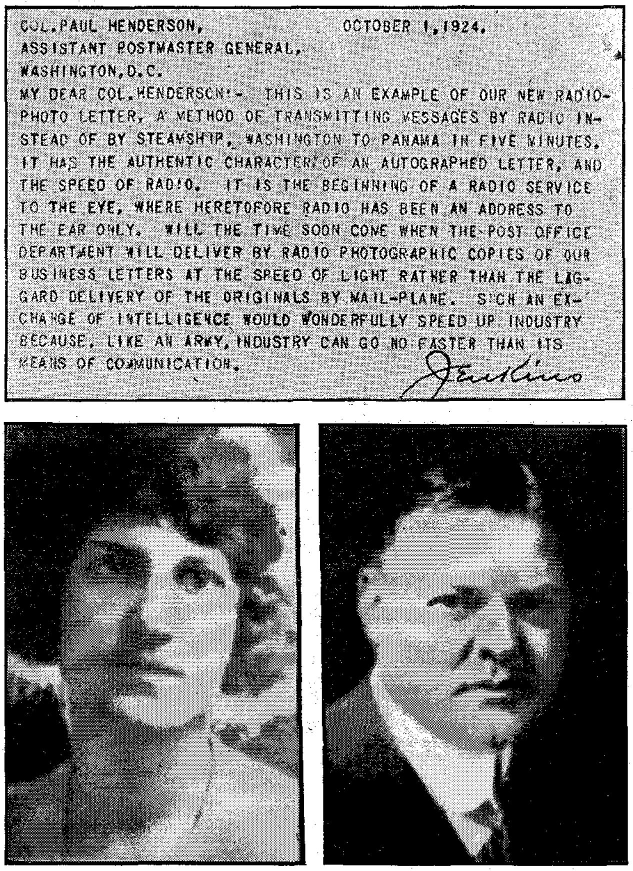
"'Radio messages in facsimile,' stated Mr. Jenkins in an interview, 'of handwriting, signature, and explanatory sketches not only can be sent in speed competition with the dot-and-dash telegraph, but they have unusual tactical value to the Army and Navy, for this is the only method of radio communication which may carry its own authentication by the addition of the autographic signature of the sender.'

"The mechanical means of transmitting and receiving business letters by radio is that of the so-called cylinder method. The operation depends upon the rotation of two cylinders. The apparatus is not new. In fact, Mr. Jenkins picturesquely claims that the mechanical parts were recovered from his 'museum,' and that they are at least fifteen years old. Modern technique has been applied to this old machinery, and as a result a combination device for both sending and receiving letters by radio has been produced and placed for commercial use. The cylinder method also has been employed by the American Telephone and Telegraph Company for the transmission of pictures by wire and radio, one unit being used for sending and another for receiving.

"Business letters by radio, according to Mr. Jenkins, would speed up commerce, and yet such communications would be none the less authentic and binding. These same letters because of their photographic accuracy and autographic authenticity, would be admissible as evidence in court. In time of war, these photographic impressions would constitute an autographed order, and would command obedience thereto.

"Mr. Jenkins, in the transmission of pictures and letters by radio, does not require a special band of wave-lengths, as now allocated to other radio services. 'Incidentally,' he explains 'may I suggest that there are possibilities in radio service in the almost unlimited frequencies above audibility, in which speed transmission is greatly accelerated by the tolerance of eyesight not possible in an appeal to the ear? Witness the motion picture screen upon which a picture is taken off and put back again forty-eight times per second without annoyance to the eye; while the slightest error in a note in the orchestra is detected at once and grates harshly on the ear.

"'We don't particularly need any special frequency band, nor does the use of our devices in any particular way interfere with other stations. Radio engineers have been working in the very limited audio-frequency band, a range of relatively few cycles, somewhat comparable to the old long-wave limitation, whereas the workable range where light instead of sound is employed goes up to millions of cycles. I confidently predict that the next great development will be in this area. Incidentally, there is this advantage also, in the use of light instead of sound—the bite of the "static" is not fatal.'"

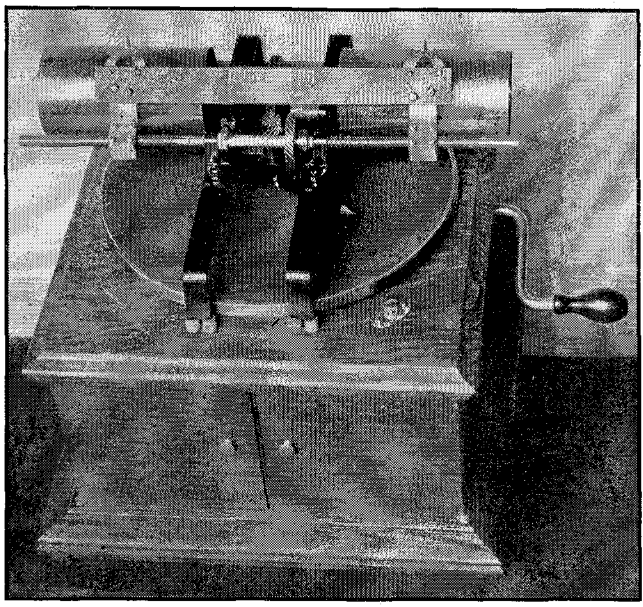


COL. PAUL HENDERSON, OCTOBER 1, 1924.
ASSISTANT POSTMASTER GENERAL,
WASHINGTON, D.C.

MY DEAR COL. HENDERSON:- THIS IS AN EXAMPLE OF OUR NEW RADIO-PHOTO LETTER, A METHOD OF TRANSMITTING MESSAGES BY RADIO INSTEAD OF BY STEAMSHIP, WASHINGTON TO PANAMA IN FIVE MINUTES. IT HAS THE AUTHENTIC CHARACTER OF AN AUTOGRAPHED LETTER, AND THE SPEED OF RADIO. IT IS THE BEGINNING OF A RADIO SERVICE TO THE EYE, WHERE HERETOFORE RADIO HAS BEEN AN ADDRESS TO THE EAR ONLY. WILL THE TIME SOON COME WHEN THE POST OFFICE DEPARTMENT WILL DELIVER BY RADIO PHOTOGRAPHIC COPIES OF OUR BUSINESS LETTERS AT THE SPEED OF LIGHT RATHER THAN THE LAGGARD DELIVERY OF THE ORIGINALS BY MAIL-PLANE. SUCH AN EXCHANGE OF INTELLIGENCE WOULD WONDERFULLY SPEED UP INDUSTRY BECAUSE, LIKE AN ARMY, INDUSTRY CAN GO NO FASTER THAN ITS MEANS OF COMMUNICATION.

Jenkins

EXAMPLES OF THE WORK OF THE JENKINS SYSTEM



JENKINS DUPLEX MACHINE FOR HOME USE

Driven by revolving table of an ordinary phonograph.

CAN EYES BE TRANSPLANTED?

ASSUREDLY! IT HAS BEEN DONE again and again with animals. When the operation is successful, the eye grows to the new socket and the patient recovers. But—and this is a matter of some moment—the grafted eye does not see! Of course, neither does a glass eye. The possession of a fairly good-looking real eye, even a blind one, would, of course, be of some value from the standpoint of physical appearance. It has been asserted, however, that normal sight has been restored in the case of grafted eyes. More recent and careful tests show, we are assured by Paul Becquerel, writing in *Les Nouvelles Litteraires, Artistiques et Scientifiques* (Paris), that this is not the case. Eye-transplantation with restoration of vision has not yet taken place. Writes Mr. Becquerel:

"A research worker in the Prater biological station in Vienna, Th. Koppanyi, reported, some time ago, that he had succeeded in removing the eyes of various mammals, notably mice and rabbits, and replacing them in their sockets or in those of other animals of the same species. These eyes, he asserted, took root and resumed their natural functions. The animal continued to see.

"These results seemed so remarkable that many naturalists regarded any attempt to verify them as worthless. Nevertheless, a Viennese scientist, Dr. Nikolaus Blatt, who had assisted Koppanyi in his work, determined to repeat his experiments. He kept up his efforts for two years, and the results have just been published in the *Archives of Ophthalmology*. This naturalist operated on fresh-water fishes, rabbits and fowls.

"Thus, he removed the eyes from 400 fish. In 60, the eyes were replaced in their own sockets and seven were anatomically cured; that is, the graft was perfectly successful in these cases.

"The eyes of the 340 other fish were transferred to the sockets of individuals of the same or some other species. The graft was successful in nineteen cases. In these, at the fourth day after the operation, the eye became solidly attached to its socket and the blood-circulation was completely reestablished between the vessels of the socket and those of the eyeball. As soon as the wound had healed, the cornea and the crystalline lens became again transparent. The cornea often showed some spots of pigment and the crystalline was frequently cloudy around the edge. The same was true of the vitreous humor.

"A month and a half after the operation, the eye had lost its pigment, and the pupil, which is always red in the normal eye, was completely bleached, its vessels containing no more blood. The retina and the optic nerve probably had not resumed their functions.

"Under these circumstances it was necessary to ascertain whether the grafted eyes still saw. This problem was solved by some very curious experiments.

"Thus, when during the night a beam of light was suddenly thrown into the aquarium, the normal fish were frightened and swam about in confusion for several minutes. Only those that had lost their eyes, and those with grafted eyes, remained quiet.

"Observation of one-eyed fish showed that when swimming they turned their bodies away from the remaining eye, while the blind fish swam sometimes to the right and sometimes to the left, always with lowered heads. Now the fish that had one or both eyes transplanted swam in the former case like the one-eyed fish and in the latter like the blind ones. Likewise, if flies or crumbs of bread were thrown to normal fish, these, perceiving them, darted forward and swallowed them at the first attempt. On the contrary the blind fish and those with grafted eyes approached unskilfully; they swallowed by chance and often missed.

"Finally, like the blind fish, those with two grafted eyes lost the remarkable property of adapting the color of the skin and scales to that of the bottom. Whether the bottom were black or white, whether the light was bright or subdued, they always kept the same grayish tint.

"All these facts show—alas!—without any possible doubt, that the grafted eyes of the fish do not perceive images of the outside world. With the rabbits there was the same lack of success, but the operation was more difficult. There were only two cures in 80 subjects treated.

"The pupil of the transplanted eye is slightly and slowly retracted when it is powerfully lighted, but this continues only for three or four weeks immediately following the graft. In the two 'cures,' the restoration of the retina and optic nerve was not shown, and the pupil remained bleached.

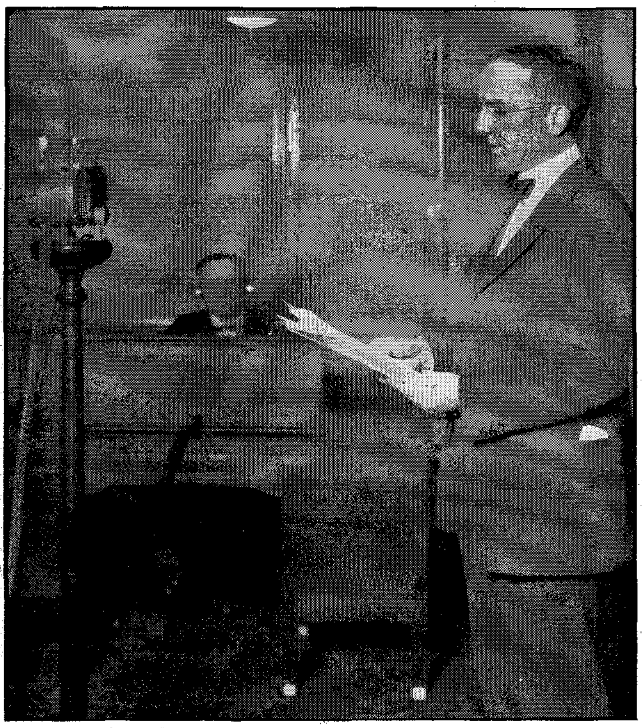
"With the 40 fowls whose eyes were transplanted, no cure was observed; that is, the graft did not 'take,' in a single case.

"To sum up, grafted eyes in mammals, fish and fowls do not see, and the problem of transplantation is not yet completely solved."

THE BURGESS RADIO NATURE LEAGUE

A NATION-WIDE ORGANIZATION TO PRESERVE WILD LIFE had its inception in a radio address from Springfield, Massachusetts, by Thornton W. Burgess, whose Bedtime Stories about animals have long been the delight of hosts of children and a goodly company of their elders. Westinghouse News Service *Bulletin* (East Pittsburgh) thus tells of the public response to Mr. Burgess' highly commendable project:

"No other agency has met with such success in arousing public interest in wild life and, in the few months since the organization, more than 10,000 men, women and children, from 34 States in the Union and five Provinces in the Dominion of Canada, as well as from England, have become members of the league.



Courtesy of Station WBZ–Boston

THORNTON W. BURGESS, AUTHOR AND NATURALIST

Broadcasting a Radio Nature League story from Westinghouse Station WBZ. The WBZ Nature League, of which Mr. Burgess is the director, now numbers more than 10,000 members scattered throughout the United States and Canada.

"The Radio Nature League is the outgrowth of the first nature stories broadcast by Mr. Burgess over WBZ, which now are a regular weekly feature of WBZ programs.

"Realizing the need of an organization with a wide membership, to unite nature lovers in preserving and conserving all desirable American wild life, Mr. Burgess proposed at one of the regular Wednesday evening broadcasts, the formation of the league.

"He told the listeners that he wanted 1,000 members in the Radio Nature League. The response was astounding. Letters, telegrams and telehpone calls poured in, and the first enrollment actually totaled 2,700 members.

"That the league might have a definite purpose, he proposed this creed: To do everything possible to preserve and conserve all desirable American wild life, including birds, animals, flowers, trees and other living things; also, the natural beauty and scenic wonders of all America.

A mass-meeting of the league would evidently be a picturesque scene. for it seems that—

"The members range from a lighthouse keeper on the Maine coast to a California sportsman, and from a Miami vacationist to a Canadian trapper 250 miles north of Quebec. The youngest member is nine months of age and the oldest 94 years. Altho Mr. Burgess goes on the air during the children's hour, he has found that more than 50 per cent of his membership are adults, many of whom are grandparents. Many of his members are 18, 19 and 20 years of age; Mr. Burgess always considered that it was extremely difficult to interest youths of this age in nature.

"Membership in the league is open to all the radio listeners. All that is necessary to become a member is to write to Mr. Burgess, WBZ, giving one's name, address and age. There are no dues and no formality.

"The first night the announcement of the league was broadcasted, Mr. Burgess said the first person to report from each State would be a charter member. Within two hours he had received two long-distance calls and twenty telegrams, one from a man 74 years old in Louisville, Kentucky, and one from a boy located in the far North, asking charter membership.

"Mr. Burgess announced that every member who fed the birds and reported to him would have a silver star placed before his name. Over 3,000 persons have received silver stars. Recently he announced that all the members who reported having put up bird-houses would receive red stars, and letters from members from all parts of the country are pouring in. One-third of the whole membership has already won stars. Many of them had never put up a bird-house."

A $100,000 PRIZE IN CHEMISTRY

A NEW WEAPON IS SOUGHT to fight the great evil of opium addiction. The sum of one hundred thousand dollars awaits the producer of the weapon. And the weapon is nothing more nor less than opium itself. But—here's the rub—the opium must be produced in the laboratory of the chemist, instead of in the seed-head of the poppy. In other words, it must be synthetic opium, instead of natural opium. Nor will a substitute drug having the same properties answer; the synthetic opium must have exactly the molecular structure of the original. The offer is made by Herman A. Metz, former Controller of New York, under condition that the winner relinquish his rights to the process and allow it to be used under conditions arranged by an international agreement. It is safe to predict that the prize will never be claimed; not alone because no chemist in the world knows how to make even a good beginning toward the synthesis of opium, but because any chemist who did discover such a process could name his own price for the secret in terms of millions of dollars. Nevertheless, the proposal is interesting, as suggesting a new line of action in combating a world-wide evil. The aim is to wipe out the poppy-growing industry of the Orient, by underselling the natural product, thus—it is hoped—making it possible to control the traffic. The New York *Sun* quotes Mr. Metz as saying that the idea of offering the prize occurred to him after listening to an address by Dr. Carleton Simon, in which he suggested that the discovery of a method of making opium would be the best method of attacking drug addiction. This explanation follows:

"Dr. Simon advanced the theory yesterday at the international police conference that the opium problem could be eliminated from international politics only by dealing a death-blow to the commercial interests now engaged in the industry. Great Britain would stir up a revolution in India, he said, if an effort were made to prohibit opium-growing there.

"But if a synthetic opium were produced, the growing of the opium poppy would become uneconomic. It would be gradually wiped out as the growing of indigo was wiped out by the manufacture of synthetic indigo. The growers of the opium poppy would be forced into other branches of agriculture, and the opium complex in international politics would become a thing of the past. Then all nations could unite on a program with the object of eradicating the opium habit.

"There is no reason in the world why it should not be produced synthetically.

"Dr. Simon, when informed of the offer of Mr. Metz, said he believed chemists would be stimulated to work on the problem, and that as a result the worst of the opium evil would be stamped out.

"'The synthetic process of manufacture could be regulated by the Government,' he said. 'The cheapened price would make it impossible for the opium plantations to continue. The profit would be taken out. Then the regulation of the evil will become easy.'"

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

EXHIBITION OF DECORATIVE ARTS OPENED

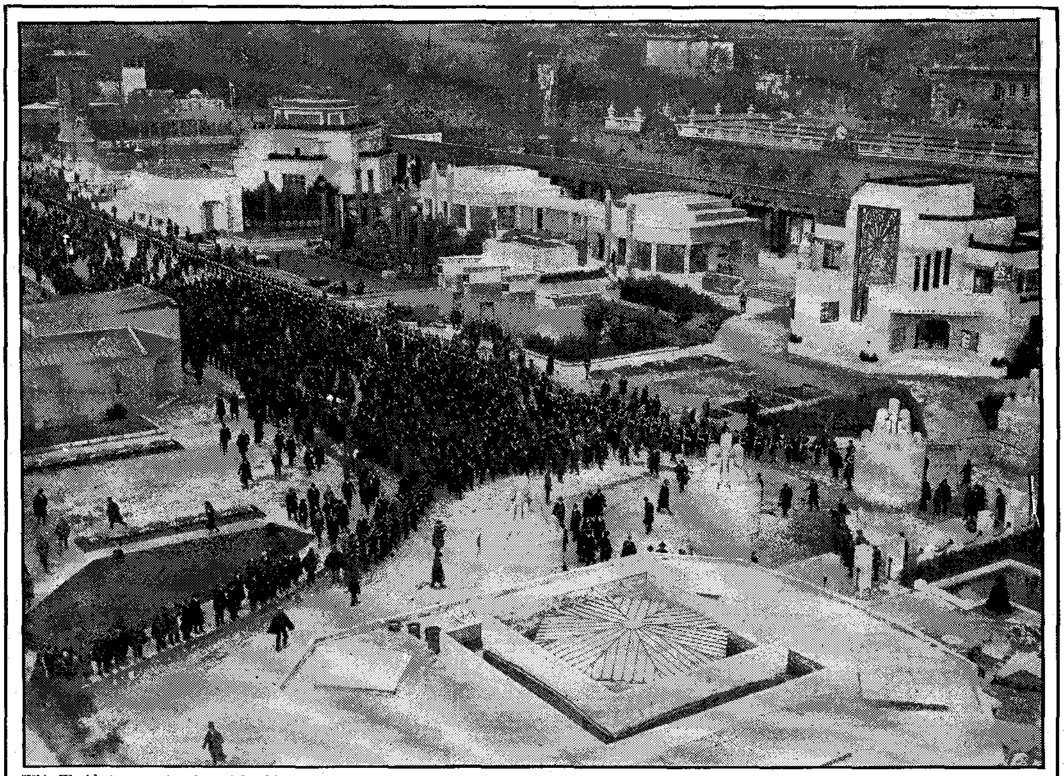
"WHERE IS AMERICA?" seems to be the question greeting Americans at the International Exposition of Decorative Arts, which opened in Paris on April 28. Even the smallest of the European countries are there with the bravest displays of which their courage seemed to be capable. The list of countries is a long one—Great Britain, Austria, Japan, Holland, Czecho-Slovakia, Poland, Sweden, Turkey, Monaco, Denmark, Cuba, Norway, Greece, Switzerland, Luxembourg, Algeria, Tunisia, Morocco, West and Equatorial Africa, and Indo-China. America and Germany are conspicuous by their absence. France, of course, is represented even to her cities and towns. Some day the mystery of America's non-participation may be cleared up. To be sure, the Americans are there—to look on. But the explanations current in Europe are not flattering to our artist population. M. Gaston Varenne writes to the London *Daily Telegraph* to disabuse the English mind of one reason. "By this," he says, "they do not wish [meaning the Americans] to demonstrate fidelity to their principle of non-intervention in the affairs of Europe." An irrelevant reminder, perhaps, of our political aloofness. The current belief is here stated, and the association with Soviet Russia and Germany can not be purely accidental:

"With an excess of modesty, the United States have declared that their artists and their artizans are unable to enter into competition with those of other countries, and that the production of their modern art is insignificant. They expect to learn some useful lessons, but do not think that they can show anything either interesting or new. The Soviet Republic will exhibit. Germany—invited somewhat late in the day, it must be confessed —came to the conclusion that she had not sufficient time at her disposal for the preparation of an adequate participation. Nevertheless, she had been organizing a careful inquiry since 1923, and decided in principle to reply to France's invitation at least in so far as her more flourishing industries were concerned. French artists regret this decision. They were very anxious to have an opportunity of comparing their efforts with those of Germany."

In a bird's-eye view of what it is and what it means Monsieur Varenne deals with the importance of this exhibition:

"When one considers that it will comprise everything relating to public and private architecture, the arts and industries of stone, wood, metal, pottery, and glass, the arts or industries of furniture, jewelry, armory, iron-mongery, textiles, books, the arts of the theater, the street, and the garden—everything, in short, that relates to artistic and industrial instruction, it will be realized that this is a demonstration of human labor practically in all its forms, since it excludes from its program only rude matter, products which have not been worked by the hand of man.

"Can this festival of art and industry yield a clear expression of the esthetics of our epoch? Will it be possible to formulate the conception which our time has of beauty? I do not doubt that it can. It seems in any case that one will find this desirable formula somewhere between the opinion of those who persist in discovering the beauty of an object in its uselessness, and those who, with an exaggeration which is not without danger to culture, affect to confuse the notion of practical utility and the idea of beauty. Between Ruskin's abhorrence of industrialism, that leprosy of modern life, and the excesses of the Futurists, who despise the whole body of tradition and the acquisitions of centuries of civilization, there is room for a happy collaboration between the artist, the artizan, and the industrialist.



Wide World photograph. Copyrighted by the New York *Times*

FIRST DAY OF THE EXHIBITION IN PARIS

The formal opening in the midst of buildings whose like were never seen before.

"Finally, the fact that, after having sustained the terrible cataclysm of the late war, France has recovered to the extent of being able to concern herself with these problems, the invitation which she has extended to all the reconciled nations asking them to collaborate in this work of civilization—does not this all give testimony to her vitality and to the faith which she holds in her own future and the future of the only labor that is fruitful—that which creates useful values and adorns them with beauty with a view to increasing the happiness of humanity?"

Mr. Carl N. Werntz, whose letters to the Chicago *Evening Post* we have already given in excerpts, writes of the exhibition's external aspects:

"It is amusing to think that the nearest entrance to this most modern of expositions should be visible beyond the Egyptian obelisk, that stately example of the most ancient industrial art, which is the center of perhaps the most magnificent square in the world. With the same glance one sees the Eiffel Tower, across the river; remnant of a former great exposition in which Paris offered to the world another 'modern' but now discredited style of design—l'Art Nouveau.

"This Gate of the Concorde consists of nine great, rectangular, dolman-like towers of cement, each surmounted by a round, dish-shaped decoration from which powerful electric globes project light-rays into the sky at night.

"By day the gate is a little less startling, but well suited to its purpose. Its architect, Patout, has cleverly built round a clump of stately elms, which keep the interior of the circle shaded and delightful, and which emerge artistically from between the towers. The saving and using of the trees throughout the grounds is a gratifying and difficult part of the general planning. There are six other gates. The largest, 'The Gate of Honor,' faces the Invalides between the Grand Palais and the Petit Palais. It resembles steel, has sixteen tall pillars connected by decorative grills, designed by the iron-worker, Brandt. Bas-reliefs with many figures symbolize Art in Industry.

"Just inside is the stately building of Belgium, queer in form, but impressive. Opposite that Italy has built the most nearly classic and stately pavilion of all, as it rightfully should be, but festive and colorful with its gold-faced bricks interspersed with rich terra cotta.

"Next to Italy is Great Britain, represented by a structure so unlike the classic heaviness of London that it surprizes, and opposite is the pavilion of Japan with its gardens and summer-house, which make those who love Kyoto happy that the architect did not try something he did not understand.

"The pavilions of Norway, Sweden and Denmark are small, but astonishing in design. Czecho-Slovakia successfully experiments in something decorative and amusing by using plaster, iron and glass in triangular planes that suggest Cubism, and which may offer some new forms to replace old.

"Austria's building is severely plain, with horizontal lines of wide fluting. It looks like a plaster enlargement of the carved ivory jewel boxes familiar to those who saw the Weiner-Weirkstat exhibit brought by Joseph Urban to the Art Institute a year or two ago. To me, the chief interest in this building is that it was designed by Josef Hoffman, who really started this whole modern design movement in Vienna some years before the war, then known as Vienna secession. Hoffman might almost consider this whole exposition a personal tribute, for he was a distinguished member of the group which started the idea.

"When one looks at the pavilion of Soviet Russia, by the famous architect Melnikoff, an inexplicable arrangement of planes that conceal all and yet reveal all in a Futurist manner, one hesitates about this replacing of the old forms with the new. Architecturally similar to the well-known film, 'The Cabinet of Dr. Caligari,' this strange building is startlingly like a flock of air-planes instead of a building, and yet—well, we must not get set in our opinions as we grow older.

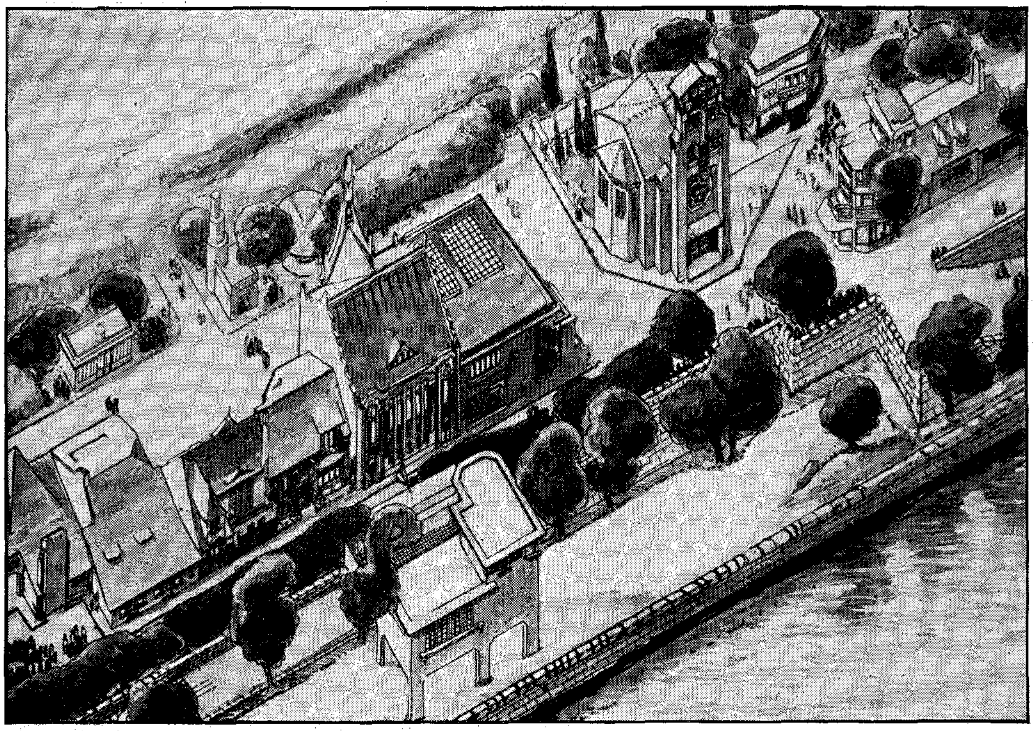
"Great windows form two sides of every room and extend from foundation to roof; still I suppose an exhibition building should be full of daylight. The intoxicated Cubistic lines of the grand stairway might have been suggested by many rounds of vodka. At that it is of rather convenient shape and easy to ascend.

"Eight great winglike trap-door sections of the roof make one expect a lot of men to come out and laboriously let them down when it rains, tho perhaps this is as good a way as any to let light and air into a court and still give some protection from the elements.

"As for the tower of three uprights, between which six odd-shaped triangular platforms are set at varying angles, the lowest not quite horizontal—with each in turn set more upright till the top one seems about to lead the other five in a heavenly flight, isn't this after all a rather appropriate feeling for a tower to suggest? Hasn't the medieval style of tower we have used so long that is a symbol of strength and weight been obsolete since the development of high-power guns?

"Possibly the Soviet architect has contributed something to building design that will replace old forms with new, in spite of his apparent eccentricity. That which shocks us to-day is commonplace to-morrow, and we may all be living in houses like this in fifty or a hundred years.

"All we have to do is to wait and see."



From *L'Illustration* (Paris)

PLAN FOR A FRENCH VILLAGE

Some of the rebuilt villages in the devastated area have forsaken tradition and present something like the sketch shown above, the original of which is built by M. Ch. Genuys.

From time to time we shall report more of the astonishing things brought forward in this great show that bids fair to revolutionize the familiar accompaniments of daily life—at least in Europe. If one is inclined to think of this exhibition in terms of some of our "Independent Exhibitions," a paragraph from Mr. Werntz is a reassurance:

"M. Ferdinand David said: 'In asking the exhibitors to bring only modern works, quite free from any hint of imitation, in imposing upon them all the obligation of submitting every piece to a jury of admission, and in associating the name of the designer with the name of the one responsible for the practical realization, we have intended to set standards of high merit and to point out to international production new roads to follow in the future.'

"Any one who has waded through the masses of unworthy exhibits in the unrestricted expositions will thank France for these daring innovations. Every object exposed should by this system contain ideas and merit worthy of careful study, and the exhibits already installed demonstrate that this remarkable condition exists. If the exposition does nothing more, it will mark a noteworthy advance in the affairs of an all too loosely conducted world.

"It is greatly regretted that the United States practically admits officially, through non-participation, that it could not meet these exacting requirements. The absence of the United States is referred to by all I talk with. We could and should have been of the gathering. Even Turkey has her own building, and little Denmark is, with Japan, the first to have her exhibits completely installed."

To show that the enterprise is far from freakish, Mr. Werntz speaks of the poster designed to advertise the exhibition, and incidentally to establish a new principle in advertising art:

> "In its extreme simplicity, its careful spacing on a structural basis by which all decoration of the space is exactly fitted to the proportions of the sheet, its carefully planned contrast of the few and well-chosen curves with the predominating straight lines, its disregard for naturalism, and, above all, its joyous and youthful spirit of 'line,' the poster exactly typifies the psychology of this epoch-making exposition.
>
> "The whole poster is so conservatively simple that we who are accustomed to posters in which the American advertising dogma, 'show the goods,' has been so monotonously followed, are inclined to be disappointed. By just a little quiet contemplation, however, those who allow themselves to be influenced by line and space are pretty sure to find the tasteful and meticulous arrangement alone rather more satisfying.
>
> "Such designing is far more unusual than that of the narrative and sentimental type we are accustomed to."

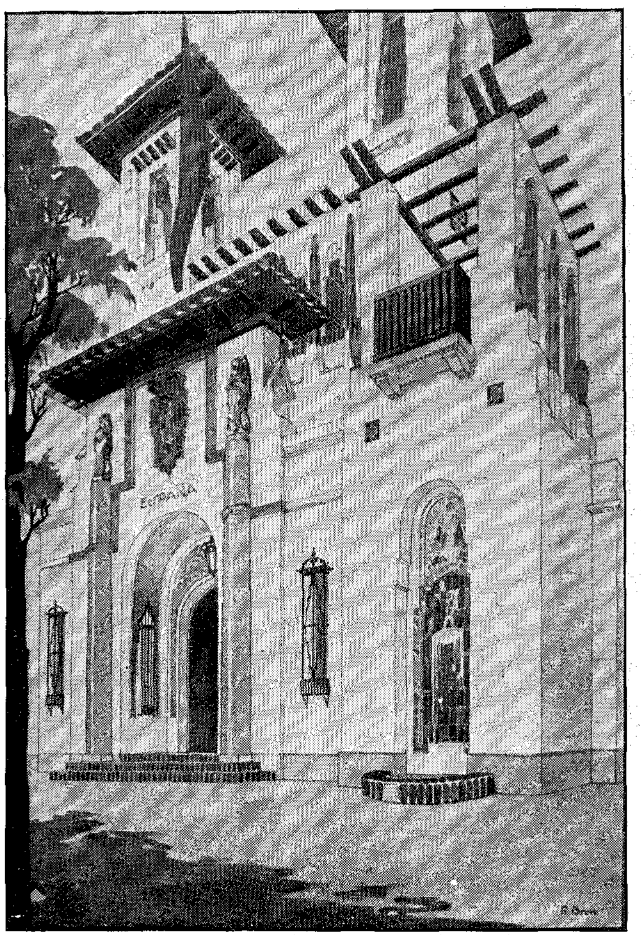
TALKING BACK AT CONCERTS

SOME OF OUR THEATER AUDIENCES have been reported lately as showing their disapproval, or boredom, at certain plays by laughing hilariously at the puerility of the proceedings. This is a long way from the booing of the British audience, but perhaps is just as uncomfortable for the actors. Nobody has undertaken to talk back at a de Pachmann piano recital, tho here, perhaps, the invitation to do so is most marked. *The New Statesman* (London) gives an instance of talking back at a recent concert in that city, and Mr. W. J. Turner, the musical critic, seriously entertains the propriety of the act, even to the discomfiture of his own calling as critic:

> "At the conclusion of the final performance, at the Royal Philharmonic Society's concert, of Mr. Herbert Howells's new Pianoforte Concerto, after Mr. Howells had taken his call, a tall fair man rose from his seat in the top circle, walked to the balustrade and said in a clear, intelligent voice that could be heard all over the hall: 'Thank goodness, that's over!' There was a moment's hush to mark the shock of surprize, and then came bursts of laughter from audience and orchestra, frowns and hisses and applause. Dr. Malcolm Sargent, who was conducting, looked up at the top circle with an angry, shocked expression. A counter-demonstration sprang up, and the applause—much louder than on the first occasion—drew Mr. Howells from the artistes' room, ignorant of what had happened, back again on to the platform. After he had made his bow and retired once more the applause died down, whereupon the fair-haired stranger once again walked to the parapet and in the same clear tones said: 'That's the last of him!' At which a voice behind me called out: 'He's drunk!' and looking round, I saw it came from a young lady, leaning forward with an expression of intense pain. That concluded the incident which enlivened me and the rest of the audience a good deal, and sent us home in a much happier condition than we should otherwise have been.
>
> "I shall not disguise the fact that I approve heartily of the stranger's interruption, and for the following reasons: It was quite evidently a spontaneous expression of feeling, and I can not see why an audience should be debarred from expressing its disapproval as well as its approval. Surely unless an audience is free to do this—and in practise does exercise its freedom of judgment—all applause becomes perfunctory and worthless, for it becomes a mere outward form, and poor form, like all 'good form.' *The Times*, I see, pronounces: 'It was an ill-mannered thing to do,' but surely this is a perfunctory judgment. As a critic of one of the arts the writer is no doubt aware that it is not what is done that matters, but the way it is done, and so, as a critic, the *Times* writer should have framed his judgment differently. As representative of our leading journal, and as, consequently, upholder of tradition and good form, he should have written as follows: 'Last night, at the performance of Mr. Howells's new concerto, a member of the audience so far forgot himself as to usurp the rôle of connoisseur and arbiter of the arts. If members of the general public are to be allowed to pronounce judgment on matters which require a lifetime of study, superimposed upon an original faculty of taste with which, as we know, it is not everybody's good fortune to be endowed, the function of the musical critic will be rendered superfluous.'"

Our commoner habit in theater and concert where we have been poorly entertained is to preserve silence; and this Mr. Turner opines is "the correct way," with reservations perhaps:

> "There is something to be said for this, and, no doubt, if we were a civilized people we should so express ourselves at public concerts. Being, however, simply barbarous, we do not know what we think and feel until we know what the people around us are thinking and feeling, and so, in order that we should not give ourselves away, there has arisen a convention that in all cases we applaud the performance and the performer. This applause need not in any way commit us; it is merely a shadow. It is as if, before entering a room, we projected a penumbra of our body to detect if the atmosphere is hostile or favorable; so we project this shadow of our opinion among all the other shadows. If anywhere a real, warm, living opinion is encountered among these shadows, the lurking, timid generality put forth their heads, then their shoulders, and, if the temperature be warm enough, finally bodily emerge clapping their hands vigorously.
>
> "This is the correct procedure, and in that amiability of character, which is so admirable a quality of our English audiences, the incorrect—because self-committing—behavior of the enthusiast who boldly applauds and raises the temperature is tolerated since he is making everything more comfortable for everybody. But the bold spirit, whose chilly disapproval and active dislike drives all the shadows shivering back into their owners' breasts, is hated with that intensity which we all have at our disposal for people who make us uncomfortable. But since we are not yet utter nonentities, complete simulacra, a cold douche may stimulate us even more than a warm bath—hence the delighted laughter which rang out from certain quarters of the Queen's Hall. The more lively souls who had been sitting apathetic and depress throughout Mr. Howells's concerto were cheered and invigorated and almost rendered capable of forming an opinion for themselves on the composition they had just heard and on the music that was to follow."

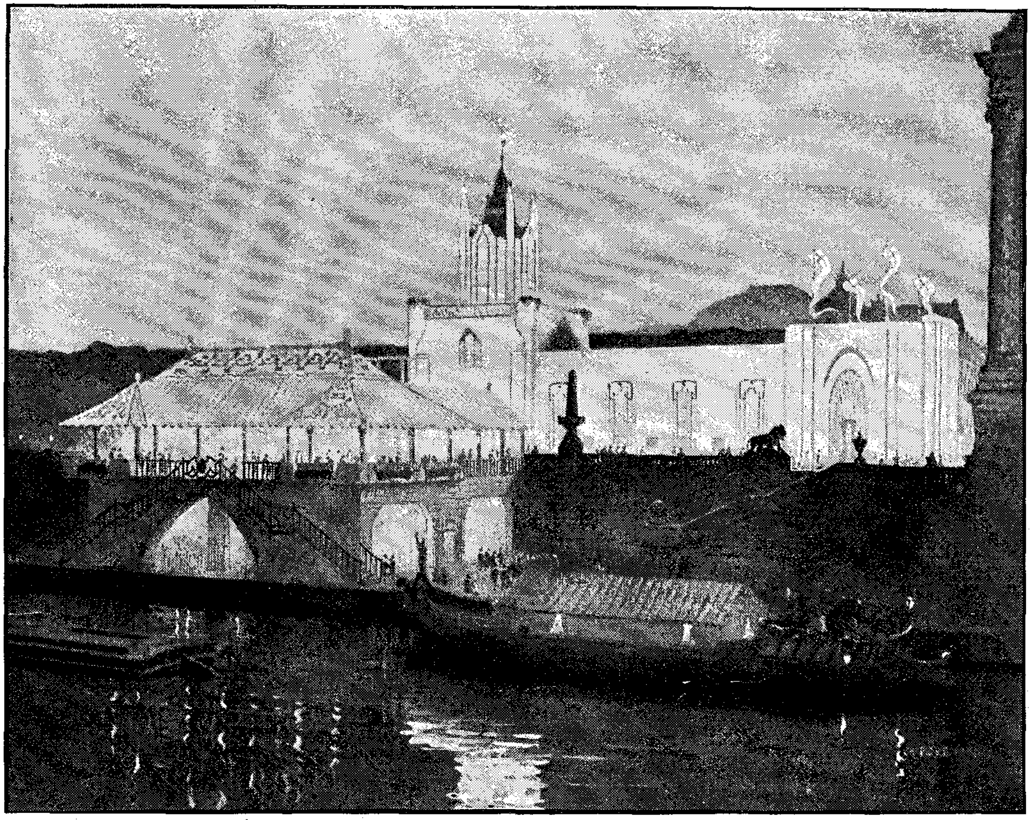


A SPANISH FANTASY

The pavilion erected for Spain shows the trend of architecture in that country not so bizarre as in some others.

FORTY RESURRECTED CROSS-WORDS

THE CROSS-WORD PUZZLE, it seems, is reinstating our dethroned verbal coinage. Mr. Arthur Maurice, former editor of *The Bookman*, claims to have discovered forty of these words grown unfamiliar through mental laziness, now come back into common use. They are "corner words" or the "connecting links of four or five letters," not the "words of pedantry," traversing "the lanes that horizontally or vertically march unimpeded from border to border to baffle and intrigue and turn the victim to groping through dictionary and thesaurus." Mr. Maurice sees other values in the puzzles which he confides to *The Cross Word Puzzle Magazine* (New York). Thus:



GREAT BRITAIN'S STARTLING DEPARTURE

The pavilion, tho of churchly aspect, is "so unlike the classic heaviness of London that it surprizes" at the Paris Exhibition. Its designers were Easton and Robertson.

"The constructive work of the cross-word puzzle lies in the awakening of the mind and tongue to the thousand and one words that have so long been dormant, the words representing the sound currency of speech that has been allowed to fall into disuse. It is the subtle restoration of these words, a direct result of the cross-word puzzle, that is galvanizing casual talk into a new and healthy flexibility. The mental picture is groping to expression in words. A cathedral, for example, is no longer a blur of vague images. The picture has cleared with the rescued understanding of 'apse' and 'nave.'

"There is a word as sound in meaning as it is unwieldy in spelling and awkward in pronunciation. That is the word 'onomatopœia,' meaning the formation of words in imitation of natural sounds. When you find the onomatopœic word that is also diagnostic, you have almost the perfect word. In many of the words that the humble corner or the linking spaces are restoring to use there is a suggestion of both of these qualities. They are the words that are rooted in plain Saxon, that smack of the soil, sturdy in strength, downright force and blunt directness.

"What are these restored words? Fifty of them perhaps have won back into daily use through the working out of cross-word puzzles for sheer amusement. First of all are those which recall the verbal vigor of words more commonly employed as nouns. An excellent illustration is a word in the last sentence of the preceding paragraph, the word 'smack.' There is an example of a weak noun that is a strong verb. As a verb it rings and drives home, conveying at once the final shade of meaning.

"It is of course entirely a matter of personal impression, but the present writer, comparatively a recent convert to the maddening diversions of the cross-word puzzle, has been struck by the persistent recurrence of the forty following highly useful words, and after jotting them down for the first time becomes conscious of the significant predominance of verbs. They are placed here just as they came to mind.

"Mar, cite, abet, curtail, sate, ire, ape (verb), goad, etch, amend, terse, adapt, retard, curt, ooze, bare (verb), nee, aroma, emit, omit, leer (verb), aver, err, acute, foment, eon, eke, pry, smudge (verb), ban (verb), elan, asset, seer, carp (verb), vat, maim, elate, sever, inert, apt."

Every one of the above words, maintains Mr. Maurice, "is a fair word in the sense that it is a dormant word, a word to be recalled from the recesses of the mind, a word available for instant use and application if all the dictionaries in the world were at once consumed by fire." Yet—

"Not one of the forty was commonly heard in talk before the vogue of the cross-word puzzle. To realize their worth and vigor, just place a few of them beside their definitions or nearest synonyms.

Mar.—*To impair, destroy, or disfigure.*
Cite.—*To refer to specifically.*
Abet.—*To encourage and support.*
Curtail.—*To abbreviate.*
Sate.—*To satisfy the appetite.*
Ire.—*Strong resentment.*
Ape.—*To imitate slavishly.*
Goad.—*To stimulate, incite.*
Etch.—*To engrave.*
Amend.—*To change for the better.*
Terse.—*Elegantly concise.*
Adapt.—*To adjust to situation.*
Retard.—*To cause to move more slowly.*
Curt.—*Concise and abrupt.*
Ooze.—*To discharge slowly.*
Bare.—*To uncover.*
Aroma.—*Agreeable odor.*
Emit.—*To send or give out.*
Omit.—*To leave out.*
Leer.—*To look obliquely.*
Aver.—*To declare confidently as fact.*

"Is not every word of the above stronger as well as shorter than its definition? Does not every word fit in easily and naturally in ordinary conversation? Is there a word that smacks stalely of the dictionary or that is likely to be acquired only to be quickly forgotten?

"These are words for use, and as the Roman saying has it, use is the law of language."

For amusement Mr. Maurice imagines a modern conversation embellished by the puzzle. Mrs. Wordsworth and Mrs. Frazee talk:

Mrs. W.—What is that you are working at, my dear?

Mrs. F.—I'm tatting Joe's initials on his moreen vest. Are you making that ebon garment for yourself?

Mrs. W.—Yea. Just a black dress for every day. Henry says I look rather naif in black.

Mrs. F.—Well, perhaps; but it's a bit too anile for me. Give me something in indigo or, say, ecru.

Mrs. W.—Quite right. There is really no neb in such solemn investments.

Mrs. F.—Stet.

Mrs. W.—By the way, didn't I hear that your little Junior met with an accident?

Mrs. F.—Yes. The little oaf fell from an apse and fractured his artus.

Mrs. W.—Egad!

SHALL "BRITONS BE SLAVES" TO OUR FILMS?

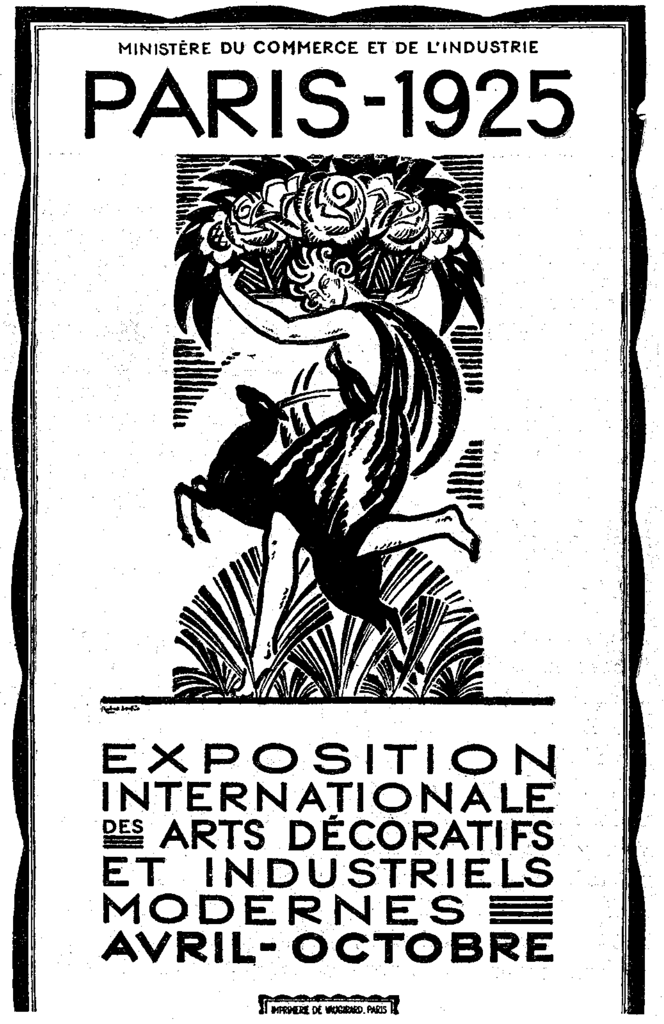
THE MOVING PICTURE can hardly mount higher than the House of Lords. That it is taken seriously in that exalted quarter is shown by a recent wrangle stirred up there over the practical eclipse of the British film by the American. "Shall we be the slaves to America's movie magnates?" they ask, and echo, says the New York *Times*, answered yes. "Ninety-five per cent. of the films shown in Great Britain, 99 per cent. in the Empire, are of American origin." "I gather," in the austere words of Lord Newton, "that what the public want is to see expensive and attractive females." Thus another Newton discovers another law of attraction. This shows, it seem, that "the British exhibitor sides with the Hollywood invader against the British producer." In the eyes of Lord Newton, all movies are "rubbish." "If we are condemned to witness perpetual rubbish," he cries, "for heaven's sake let it be English rubbish in preference to American!" But nationalism, here, butters no parsnips.

A report of the debate sent to the New York *Times* contains some other caustic observations by the noble lord. A more moderate view was taken by another member, as we see below. Said Lord Newton:

> "'It has become practically impossible for British producers to compete with Americans. Americans realized, almost simultaneously with the cinema, the heaven-sent method of advertising themselves, their country, methods, wares, ideas and even language, and they seized on it as a method of persuading the whole world that America was really the only country that counted.
>
> "'I would not object to this wholesale invasion of American films, if they all were good, but they consist mostly of rubbish. I am told rubbish is the only thing that pays.'
>
> "Lord Newton continued that he had heard, tho he could not vouch for it, that Midlands and Yorkshire manufacturers of clothing and boots had been obliged to alter their plants because the films seen by races in the Near East had so imprest those peoples that they desired to be clothed in the same way as American film actors. Many foreign films were anti-British and were used to distort history. He had been told of a highly successful film, which enjoyed great popularity in the United States, depicting the surrender of the German fleet to the American Navy.
>
> "He also had been informed not long ago, he said, that a film was produced in America dealing with the War of Independence, which was extremely offensive to Great Britain as a nation. That film was shown here under the title 'Love and Sacrifice,' but when it went to Dublin its original character was restored, with all its anti-British elements, and it enjoyed great popularity.
>
> "Viscount Peel, replying for the Government, said it was difficult to see how anything short of prohibiting American films could secure British film producers. American films, whether owing to their good or bad qualities, seemed to attract audiences more magnetically than British. As to remedies, there would be great opposition from the exhibiting side of the film industry to the proposal that had been made. If foreign films were produced, native films must also be produced to balance it. Public opinion was not so strongly developed that the public would welcome strong action against American or foreign competition."

The Times undertakes to tell them where there need not be that "bitter alternative":

> "The Germans, too, cry out against the Timurs and Genghis Khans of Los Angeles. But the Germans are fighting back valiantly, and not by entering a competition of 'rubbish.' They have taken refuge in quality as against the impact of millions of money and irresistible American stars. There was a time only a few years ago when American film-makers were seriously worried by a German invasion.
>
> "What the noble and angry lord called American rubbish would be more fairly described as broad popular appeal. But the British film producers might meet us on our chosen ground if only they would give their minds to it. The British are no strangers to the secrets of popularity. After all, they have in *The Daily Mail* the most popular newspaper in the world, with a circulation about three times as large as any in the United States. They were pioneers in the picture newspaper which is making conquests with us. They have had novelists of enormous popular pull—Hall Caine, Florence Barclay, Charles Garvice, Ethel M. Dell, and in the field of excitement and adventure, Conan Doyle and the late Rider Haggard. In the Dominions they have the chroniclers of Canada's great Northwest and the redoubtable Robert W. Service. There seems to be no intrinsic reason why they can not compete with us in courtship of the great popular heart."



NEW PRINCIPLE IN ADVERTISING ART

The poster typifies the psychology of this epoch-making exhibition.

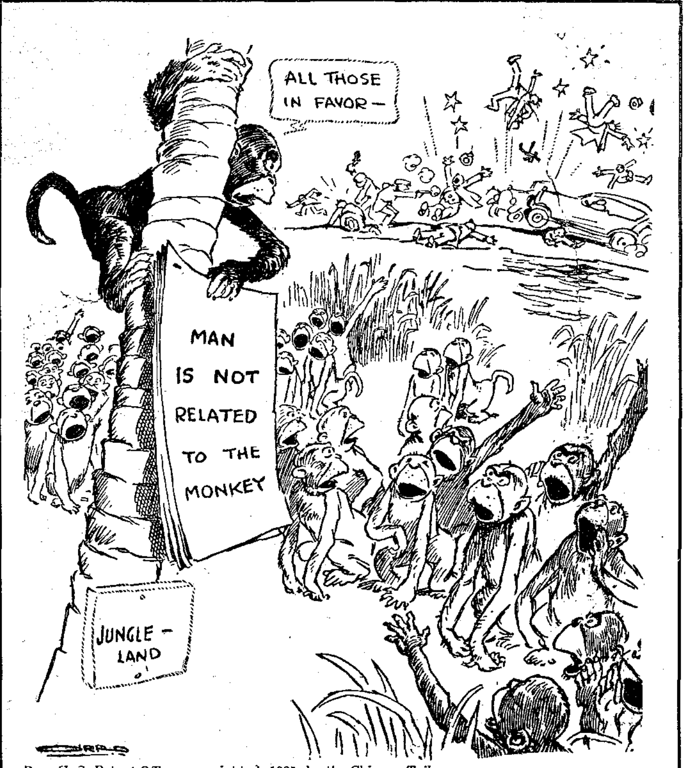
At the risk of "lending aid and comfort to a foreign competitor," *The Times* undertakes "to point out one instance in which the film impresarios of Britain have failed to make use of their advantages."

> "The American movies with the greatest hold on the British public are not those featuring 'expensive and attractive females'—incidentally Mary Pickford, like Charles Chaplin, is of British origin—but our red-blooded pictures of the great open spaces and derring-do. It is W. S. Hart and Tom Mix who have ridden in triumph through London crowds. But compared with the resources of the British Empire our old Wild West, no longer a reality, is a Sunday-school picnic. Nearly all of the wild country held by Anglo-Saxons is in British hands. Africa, India, Australia, Canada are inhabited by real pioneers, mounted police, rough gold-miners, plucky colonists and, by no means least, real wild animals—lions, tigers, grizzlies, elephants, crocodiles, hippopotami. It is the fault of the British scenario writers if they have failed to capitalize such magnificent screen material into tales of strong men and fair women that would thrill the great heart of the people from Land's End to John O'Groat's."

RELIGION-AND-SOCIAL-SERVICE

TENNESSEE'S COMING BATTLE ON EVOLUTION

NO EARTHLY TRAFFIC COP can stay the process of the suns, and not even a State legislature can by one jot or tittle alter a natural law. Whether or not the theory of evolution—and it is still only a theory—is true, does not depend, it is pointed out, on the outcome of the trial of the Tennessee teacher who faces prosecution for violating the new law forbidding instruction in the evolutionary hypothesis in tax-supported schools. In the words of Judge John Randolph Neal, of Knoxville, senior counsel for the defense of the teacher, the issue is not whether evolution is true or untrue. "The great question is whether the Tennessee Legislature has the power to prevent the young minds of Tennessee from knowing what has been thought and said by the world's greatest scientists, and thus to prevent them from forming their own judgment in regard to questions of life and science. We regard it as equally un-American, and therefore unconstitutional, whether it is kingly or ecclesiastical authority or legislative power that would attempt to limit the human mind in its inquiry after truth."



Reg U S. Patent Office copyrighted 1925, by the Chicago *Tribune*

THE PROPOSITION WOULD GET A LOT OF SUPPORT IF THE MONKEYS COULD VOTE ON IT

—Orr in the Chicago *Tribune*.

But to the anti-evolutionists, whose most powerful and popular representative is William Jennings Bryan, the theory of evolution is a direct contradiction of the Bible, an attack on the realities of religion. In a recent address at Westchester, Pennsylvania, Mr. Bryan accuses the scientists of being "dishonest scoundrels, afraid to tell their beliefs—burrowing in the ground and stealing away the faith of the children. But we've got them now where they've got to come up and fight," says Mr. Bryan, as he is quoted in the press:

> "This is a matter for the nation. It is one of the greatest questions ever raised—the question of the right of the people who created and support the schools to control them. If not they, then who?
>
> "The Fundamentalists are trying to establish the doctrine that the taxpayer has a right to say what shall be taught—the taxpayers and not the scientists.
>
> "There are only 11,000 members of the American Association for the Advancement of Science. I don't believe one in ten thousand should dictate to the rest of us. Can a handful of scientists rob your children of religion and turn them out atheists? We'll find 109,000,000 Americans on the other side. For the first time in my life, I'm on the side of the majority."

The case, then, has risen to the proportions of a national issue. As the Newark *News* puts the question, "Is there a wide-spread menace to educational freedom in the efforts of the Fundamentalists to banish by legislative means the teaching of evolution from public schools and State-supported colleges, and to substitute therefor the Genesis story of creation?" The California division of the Science League of America thinks there is, and is engaged, we are told, upon a rigid counter propaganda. The League summarizes the situation thus: The Legislatures of Oklahoma and Tennessee have outlawed the teaching of the theory of evolution in the public schools. It is outlawed in North Carolina by the Governor and State Board of Education. The Texas House of Representatives voted overwhelmingly to outlaw it, but the bill was defeated by the Senate, whereupon the State university regents resolved not to employ teachers favoring the theory. In Florida similar action has been taken by a similar body. In Kentucky a resolution to bar teaching the theory in the public schools was lost in the Legislature by a single vote. The Georgia Legislature refused an appropriation to a State library lest it circulate books on evolution. The League also reports the Fundamentalists to be "working intensively" in West Virginia, Minnesota, North Dakota, Indiana, Arkansas, Missouri, Oregon, and California. Altogether, we are told, fifteen out of the forty-eight States are witnessing movements against the teaching of the theory of evolution.

To return to Tennessee. As told in these pages in the issue of April 18, Governor Austin Peay said, when he signed the bill banning the teaching of the theory in tax-supported schools, "Probably the law will never be applied." Already, however, J. T. Scopes, a teacher in the Rhea County High School in Dayton, has been arrested on a charge of violating the anti-evolution law, which became effective on March 21. It is charged that in a review of a text-book on biology—one of the regularly adopted schoolbooks of the State—several paragraphs dealing with evolution were discust. The arrest was caused by George W. Rappleyea, a chemical engineer, said to be a supporter of the theory of evolution, who, according to the dispatches, first obtained a guaranty from the American Civil Liberties Union that it would cooperate financially to carry the case to the highest court. William Jennings Bryan, lay leader of the Fundamentalists and arch foe of the evolutionary hypothesis, has been retained by the World's Christian Fundamental Association to assist in the prosecution, if his services are acceptable to the State; while the services of Clarence Darrow, famous criminal lawyer, and Dudley Field Malone, a noted New York lawyer, have been accepted by the defense.

The press of the nation prepares for history. As the New York *World* puts it, the issue is as important as any now before the American people. The Oregon law now before the Supreme Court of the United States, which requires that all children attend the public school, aims, we are told, at a State monopoly of education; the Tennessee law "aims to give the legislature a monopoly of the determination of truth." If the Oregon law stands, says *The World*, "any majority of a Legislature may compel all children to attend the schools it establishes; if the Tennessee law stands, any majority of a Legislature may determine that the world was created out of nothing in 144 hours, or that Bacon wrote Shakespeare, or that blank verse is blasphemy." It is a step, says the Birmingham *News*, "toward the establishing of a State religion and the interweaving of Church and State." Without entering into the truth or falsity of the theory of evolution, urges the Cleveland *Plain Dealer*, the case should receive the careful attention of all Americans. "It should be made a national test. It is of more importance to the United States of America than it is to the village of Dayton or to the State of Tennessee." To the Louisville *Courier-Journal*,

> "The truth or falsity of the Darwinian theory does not enter into this case. The constitutionality of the Tennessee law should be tried at once. It is intolerable that such a prohibition should be on the statute books of any sovereign American Commonwealth. It smacks altogether too much of the edicts of governments where Church and State are not dissevered. A happier day will come when State Legislatures no longer biennially are annoyed by the threat of such laws as this 'anti-evolution' act in Tennessee."

P. & A. photograph

TENNESSEE'S STORM CENTER

J. T. Scopes, who has been charged with violating the law prohibiting instruction in the theory of evolution.

There is no more reason for regulating the right to teach evolution than there is for regulating the right to teach bee culture or political economy, says the Norfolk *Virginian-Pilot*, adding: "Any effort to throw legal safeguards around the teaching of specially selected studies is an unwarranted lay intrusion and a step in the direction of obscurantism and intolerance." This is the burden of the argument of many others of the great number of newspapers which make a special point of commenting on the coming trial. Yet, remarks the Detroit *News*, it is proper to afford the courts of Tennessee and those of the United States an opportunity to determine the constitutionality of Tennessee's "irrational statute." Discussion "should convince legislators that the cause of religion is not strengthened by arbitrary edicts and suppressions. And scientific research will not be smothered by foolish statutes that oppose it." Even if it be granted that evolution has religious implications, the Chicago *Tribune* thinks, "it is the function of the churches to interpret any aspects or laws of the material world which call for religious interpretation or application. It is not in the American scheme the function of a legislature to do either."

On the other hand, the Philadelphia *North American* points out that it may be presumed that the law in question reflects the popular will in Tennessee. Other States, it is pointed out, have passed laws requiring that the Bible shall be read in the public schools, while some have banned the reading of the Bible. To *The North American*,

> "The issue, therefore, is not whether the Bible or Darwin is right, or whether the teaching of the latter's theory endangers young minds, but whether the people of a State are entitled to say how their money is to be spent for education. So long as they do not make public schooling compulsive for all children; so long as they permit individuals and private schools to teach what they please, and deny no one the privilege of writing or speaking on evolution, it does not appear they are interfering with 'freedom of thought,' as some maintain."

CHRISTIANITY WITHOUT THE LABEL

TO THE "TERRIBLE TURK" the word "Christian" does not imply what we would have him believe it implies, for, terrible as he has been himself, the Turk remembers also that the "Christian" nations have been at times no less terrible than he. For that reason no organization that describes itself as Christian is permitted in Turkey, and when it was desired that the Y. M. C. A. should resume its work there, the Turks agreed only on condition that the name Christian should not appear in the title of the organization. Asa Jennings, for many years a Y. M. C. A. secretary working among the Christians in Smyrna, and who distinguished himself by directing the rescue of thousands during the Smyrna disaster, laid the question before Arthur Nash, of Cincinnati, of "Golden Rule" fame, and the latter express his willingness to finance a new Christian enterprise. Reduced to its essentials, says *The Christian Century* (Undenominational), the new enterprise is a Y. M. C. A. without the title. The title has been changed to the Turkish-American club, and to give it a good start Mr. Nash guarantees it a $50,000 budget for five years. According to *The Christian Century*,

> "Control will be in the hands of a board with six members, three Turks and three Americans, with the minister of education an ex-officio member and chairman. Property will be vested in this board without reservation, and it is believed that in time the work will be supported largely from Turkish sources. Many will view the new undertaking with misgiving. The omission of the Christian label from what is to be a clear-cut piece of Christian work—the Turks make no objection to as much emphasis on the person and message of Jesus as Mr. Jennings and his associates may desire—will seem to some like disloyalty or unworthy compromise. It needs to be remembered, however, that when the Turk hears the word Christian, he does not think of the things that an American thinks of. He thinks of the political and military intrigues of Greeks, Serbs, Bulgarians. He thinks of the infamous near-Eastern diplomacy of Russia, France, Britain. He may not take to himself much unction: there has been plenty of reason for the appellation, 'terrible Turk.' But if he has slaughtered, so, he knows, he has been slaughtered. If he disgraced himself in Smyrna, so did the Greek troops disgrace themselves in retreating on Smyrna. So the very word Christian has come to carry an import, with him, that keeps him away from Christ. The enterprise that Mr. Jennings is launching may be wise or unwise; right or wrong. Time will tell. Certainly it marks an adventure worth watching. To see this group of men leaving aside the formulas of the past, and going back into Turkey relying on their faith that the Turk will respond to a Christian approach when he is treated, not as a monster, but as a man and a brother, makes it possible to dream that, even in the Near East, some great new day for the Lord Christ may be about to dawn."

THE WORKER'S SPIRITUAL HUNGER

THE COLOSSAL IMPORTANCE to the worker of getting and holding a job is, in a nutshell, where the whole modern problem of industrial relations, and so of social relations, gets its start—there, and not in the wage disputes which so generally fill the headlines. It has been too commonly presumed that the wage-earner hankers for a job only for what he can get out of it, whereas, as a matter of fact, he takes a spiritual pride in possessing and doing a good job as much as a "white-collar" man takes in holding and achieving distinction in a profession or in business. Yet this attitude of the wage-earner has been misunderstood by the Church. In his turn, the worker is indifferent toward the Church. The conclusion is reached by a "white-collar" man who has been down in the mines, worked in steel plants and labored in shipyards here and abroad in search of the truth. Whiting Williams, now a recognized authority in social economy, left his position as vice-president of a steel company, donned overalls and became a journeyman laborer in many fields. His career is stored with experiences which give him the right to speak authoritatively for the man who uses up his energy in getting a job and lives in mortal fear of losing it. He has written two articles on the subject for the Methodist *Christian Advocates.* Mr. Williams says, "it is simply impossible to overstate the extent to which the worker considers, and must consider, the job as the very axis upon which his daily life revolves," and illustrates:

> "'For the last eight months I've been workin' practically every day,' a thoughtful carpenter confided. 'But I swear to God there wasn't hardly an hour of it but my heart jumped every time the boss started my way, a-fearin' that he was comin' to lay me off. And not once, I tell you, did I ever get home ten minutes before my regular time but my wife she seen me comin' down the street and ran out to the gate to me, askin' me always with a catch in her throat, "Has it come? Tom, tell me quick! Has it come?"'
>
> "It is such experience in the lives of literally millions which gives rise to most of the troublesome shortcomings of the worker as we white-collared folk observe him. Such experience of the insecurity of his work tempts him to loaf and 'string out the job'—to lay three hundred bricks instead of a possible thousand or more. The same uncertainty of his future makes him not too friendly to the new machinery which takes the place of men, even tho the new invention may later increase the output of those who remain on the job, lower the price of their product, and thus in the long run create a demand for more workers than before. The trouble is that the hurry-up pressure of next Saturday night's bills does not allow the head of a family much time to look at things 'in the long run.'
>
> "Much of the criticism of the worker's 'lack of thrift' is based on an utter absence of experience of this situation."

Here is where the misunderstanding between the worker and the Church begins. The "white-collar" members become resentful of the worker's apparent neglect of his proper duty to produce his utmost, and the worker, in turn, grows equally resentful of the "white-collar" members' inability to understand any of the difficulties which he believes justify for him a certain amount of loafing and self-protection. The weekly pay envelop does not represent the whole of the worker's thought about his work. Mr. Williams' experience shows that the nature of the job has much to do with it, that an advance in position gives the successful craftsman a pride in his handiwork. "Everywhere among the workers a man determines the social standing of himself and his family not so much by the earning power as by the nature of his job." And, says Mr. Williams,

> "This, our failure to see anything but the dollar in the worker's feeling for his work, has reared the wall of a genuine spiritual misunderstanding between the wage-earner and the rest of us in our churches and out of them. This wall is highest between the worker and the minister simply because the modern minister's job makes it harder for him than for the rest of us—and that's saying a lot!—to understand the modern worker's wish, and the modern worker's *ability*, to find something genuinely spiritual in his daily job. More than the rest of us the present-day leader of the church tends to assume that of course the worker's hours of toil are completely void of spiritual satisfaction and that, accordingly, he should seek such satisfactions in the church on Sunday if he is to find them anywhere in his life at all."

But the minister fails to connect the man with his job. He sometimes takes the attitude that a job must be held on sufferance and the thought of it lived down, if possible. For this church members are also responsible in so far as they have added other duties to the minister's duty as a pastor and thus lessened the minister's contacts with his fellow humans.

> "So the modern minister simply *must* give thought to the work of modern men if he is to exercise any influence over their lives or their souls. There can be no water-tight compartment between the well-being of a man's spirit and the work of his hands. Every worker has abundant need of all the help that the minister can give to improving the conditions of his task. Such things as the twelve-hour day are spiritual as well as social and physical stumbling-blocks. But such help does not require the minister to attack the capitalist and the manager as tho they were necessarily wilful malefactors driven solely by greed. When the minister's job permits him to get closer to men in their work he will find that rich men, poor men, beggar men—yes, and thief—are all surprizingly alike—that it is easy to find differences between them in the matter of much education and little, large earning-power and small, huge responsibility and tiny, but very difficult to assign virtue to any one group of them and vice to the other. Some of the truest and best men I know are employers of scores of thousands of wage-earners; others are among their humblest employees. Of them all, without regard to their job, I find the biggest hankering is the longing for greater certainty of themselves and their individual worth to other people.
>
> "What every worker knows is this: that in all the cracks and crannies of our body, mind, and soul, no spot in all the universe is half so fitting for His tabernacle as in that part of us which, if anywhere at all, makes us indispensable to others, namely, our jobs!"

THE PLIGHT OF THE UNDERPRIVILEGED

TWO-THIRDS OF CHICAGO'S BOYS, or 450,000 out of 675,000 youths less than twenty-one years of age, are underprivileged, according to a recent survey. In brief, they do not have sufficient nourishing food, proper housing, play facilities, direction, opportunity for schooling—any one or all of these. What is true of Chicago's boys is probably true, in varying degree, of boys everywhere. To the Des Moines *Register* the pitiable plight of the hosts of the underprivileged means that we suffer from a log-cabin tradition, which holds that hardship and deprivation are the things that make for strength and success. But, says *The Register*, the record is overwhelmingly in favor of the opposite conclusion, for,

> "While the majority of boys are underprivileged, the great majority of eminent people come from the privileged group, where they have had adequate food, encouraging direction, a stimulation toward school interests at least, health care and the like. 'Who's Who in America,' encyclopedias of biography and intelligence-test data all point this way.
>
> "Things should not come too easily, of course. But what is stimulating and disciplining to one exceptional person would be overwhelming to others, and the general situation is one of lack rather than surplusage of advantage. We don't want to take away the priceless initiative of boys and girls; neither do we want to dwarf and thwart it. Schooling and health and a comfortable home are the essentials. By mental and physical advantages we do not develop little Rollos and little Wilburs, but by too much social pie and cake.
>
> "Taking children out of factories and mills isn't giving them pie and cake, but health and strength and education. Innate limitations are grievous enough without adding environmental shortcomings. Here is the public responsibility. This is why child labor will continue to be a national issue, why all improvements in housing and in educational facilities are outstandingly important. A majority of the children underprivileged means an underprivileged generation and that affects all of us, making the whole level of life lower, more futile and disappointing than it should be."

For tonight's dinner!

Pea Soup!

Give your family this special treat tonight!

Serve the pea soup made by the most famous soup chefs in the world—Campbell's!

When the peas are selected with such expert care, when they're blended with such rich, smooth country butter, when the seasoning is so delightfully French, don't you believe that the pea soup will be the best you ever tasted?

So easy to prepare *this* Cream of Pea!

Simply heat Campbell's Pea Soup in a saucepan and stir until smooth. Heat an equal quantity of milk or cream to the boiling point separately, and add to the soup ***a little at a time, stirring constantly*** (using a spoon or Dover egg beater) to keep soup smooth. Serve immediately.

My iron nerve, my cannon curve
To Campbell's Soup I owe.
Oh, that's the lunch that gives me punch,
So out the batters go!

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12 cents a can

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LUNCHEON DINNER SUPPER

CURRENT POETRY

Unsolicited contributions to this department can not be returned.

THE symbolism of the road, and how man treads down his fellow-creatures is given a most poignant expression by Mr. Aiken in *The Nation and the Athenæum* (London).

THE ROAD

By Conrad Aiken

Three then came forward out of darkness, one
An old man bearded, his old eyes red with weeping,
A peasant, with hard hands. "Come now," he said.
"And see the road, for which our people die.
Twelve miles of road we've made, a little only,
Westward winding. Of human blood and stone
We build; and in a thousand years will come
Beyond the hills to sea."

I went with them,
Taking a lantern, which upon their faces
Showed years and grief; and in a time we came
To the wild road which wound among wild hills
Westward; and so along this road we stooped,
Silent, thinking of all the dead men, there
Compounded with sad clay. Slowly we moved:
For they were old and weak, had given all
Their life, to build these twelve poor miles of road,
Muddy, under the rain. And in my hand
Turning the lantern here or there, I saw
Deep holes of water where the raindrop splashed
And rainfilled footprints in the grass and heaps
Of broken stone and rusted spades and picks
And helves of axes. And the old man spoke,
Holding my wrist: "Three hundred years it took
To build these miles of road; three hundred years,
And human lives unnumbered. But the day
Will come when it is done." Then spoke another,
One not so old, but old, whose face was wrinkled:
"And when it comes, our people will all sing
For joy, passing from east to west, or west
To east, returning, with the light behind them;
All meeting in the road, and singing there."
And the third said: "The road will be their life;
A heritage of blood. Grief will be in it,
And beauty out of grief. And I can see
How all the women's faces will be bright.
In that time, laughing, they will remember us.
Blow out your lantern now, for day is coming."

My lantern blown out, in a little while
We climbed in long light up a hill, where climbed
The dwindling road, and ended in a field.
Peasants were working in the field, bowed down
With unrewarded work, and grief, and years
Of pain. And as we passed them, one man fell
Into a furrow that was bright with water
And gave a cry that was half-cry, half-song—
"The road . . . the road . . . the road. . . ."
And all then fell
Upon their knees and sang.
We four passed on
Over the hill, to westward. Then I felt
How tears ran down my face, tears without end,
And knew that all my life thenceforth was weeping,
Weeping, thinking of human grief, and human
Endeavour fruitless in a world of pain.
And when I held my hands up, they were old;
I knew my face would not be young again.

THE thought and the meter—yearning and the long line—are fitting in this, from *Poetry* (London):

MELANIE

By John Metcalfe

Faint from the sea, when the wet wind bloweth soft,
There steals a cruel music through the air;
Pale through the growing gloom and heavy clouds aloft
There flies a face with haunted eyes and wildly streaming hair.
Oh, fair, and fair, and very fair was Mélanie,
Say not in wantoness that she be dead!

Crying down the windy sky in quaint, uneasy bickering,
Wearily and wanly, I hear the seagulls call;
There, in the wave and slaty rock where lights and shades go flickering,
Just there the hurrying whiteness tumbles like a long-spread pall!
Oh, frail like fainting lilies lay my Mélanie;
Say not in cruelty that she be dead!

A POEM to the radio may strike sympathetically those who have this addition to home amusements. It is quoted from *Radio in the Home*.

RADIO

By Clara Virginia Barton

Songs of children in the morning—
Dust of camel trains at night—
Gypsy vans—a moonlit garden—
Flickering torch and acolyte—

Beauty comes from far-off places
On my alien hearth to dwell,
Looses here her winged sandals,
Varying endlessly her spell;

Radio, opening wide my portals,
Leads the starry guest within
And I find each room grown spacious
Where her wayward feet have been.

PROBABLY a good deal of opposition to free verse springs from ignorance of what it is, or an unwillingness to grant that poetry can exist outside of rime and meters. If the writer in *The Newfoundland Quarterly* (St. John's) is correct, free verse is a good deal more than the mere mechanics of the subject, Mr. Carl Van Doren writes in the May *Century:* "A poet is at present free to write in whatever measure or rhythm he elects, without fatal abuse, if not always with general comprehension." Perhaps; but dare to quote him!

FREE VERSE

By Henry Polk Lowenstein

What is free verse?
It is a kiss of God
On the rosy lips of Time,
A shadow on the lake,
A beacon guiding stranded ships to shore.

It reflects the truth
In the early time of youth
And knows neither age,
Nor pain, nor darkness,
But is always young and bright.

It glimpses the moon when the stars are dim
And love is near. . . .

It scents the fragrance of the new mown hay
At the setting of the sun at close of day
When life's race is run.

It sees the dawn of the New Day
And hears the music of the spheres
As the darkness fades away.

It is the shadow of the Almighty
Cast before me
That I may understand
In language plain and true,
Without surplus or omission,
Uniformity of measure or rhyme—
Words that express the exact thought,
Mirrored on the mind from the Unknown.

It is the echo of the Universe
Pouring forth sweet cadence of harmony,
Filling my soul with ecstacy,
And lifting me Heavenward
As it comes whispering through the Ages!

THE qualities of the poet lately lost to us are well summed here from the Boston *Transcript.*

AMY LOWELL

By Abbie Farwell Brown

Now she is one with Beauty. She who heard
The call of loveliness in each rare thing
Of craft or nature; lilacs, night of spring,
Feel of warm fur; old volumes, crossed and blurred
The subtlety of sound, the soul of a word;
Her fire-lit group in friendly loitering;
Great tragedy, quick humor; thoughts that sing
In the sweet passion of a bard or bird.

Now she is strong, who faltered not in pain
From her beloved task, and joyous she
Who loved bright youth; eager and fleet again,
Companioned in a high felicity,
"Among the poets whom she died to praise.
Now she is one with Beauty for all days.

MR. CULLEN has been appearing on this page frequently, and always welcome, for his voice has an unusually authentic note. This is from *Palms* (Guadalajara).

WISDOM COMETH WITH THE YEARS

By Countee P. Cullen

Now I am young and credulous,
My heart is quick to bleed
At courage in the tremulous,
Slow sprouting of a seed.

Now I am young and sensitive,
Man's lack can stab me through;
I own no stitch I would not give
To him that asked me to.

Now I am young and a fool for love;
My blood goes mad to see
A brown girl pass me like a dove
That flies melodiously.

Let me be lavish of my tears,
And dream that false is true;
Though wisdom cometh with the years,
The barren days come, too.

DON MARQUIS includes this in his column in *The Herald Tribune.*

NIGHTS

(Pasticcio)

By Perley A Child

Last night I heard the viol and the lute complain,
Saw the drenched, sodden roses trodden under foot,
The flagons spilt, the torches shudder and go out,
Felt your lips seek for mine and find and find again,
Yea, in the whirling midst of all the sorry rout,
And, breathless, catch and hold them, glad and mute.
Then the dream-rabble vanished from my vision
And the wild tears ran down my face like rain,
And I awoke to the intolerable day
That mocks at me and holds me in derision—
For you are dead long since and I am old and gray.

Last night? Ah, every night and all the long night through,
The sullen trumpets, threatening, mutter under breath
'Neath the great singing voices of the violins.
The cressets shiver out, the dancers shift, and you,
O royal-meek, swept bare of all your gracious sins,
Clothed on with whiteness in the ranks of death,
Come in the old, sweet way, and dim my vision
With awful tears that burn like fiery dew,
And I awake to the intolerable day,
Implacable, that hold me in derision—
For you are dead long since and I am old and gray

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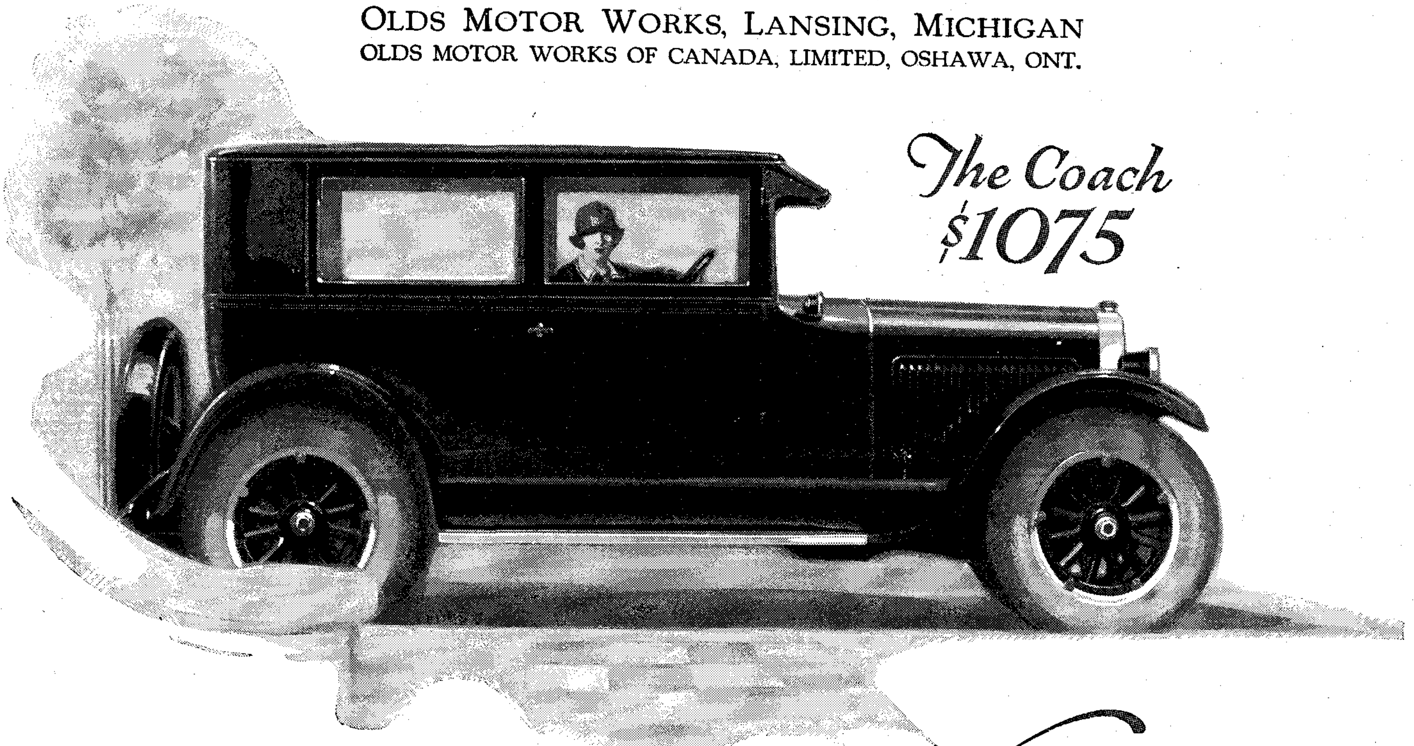

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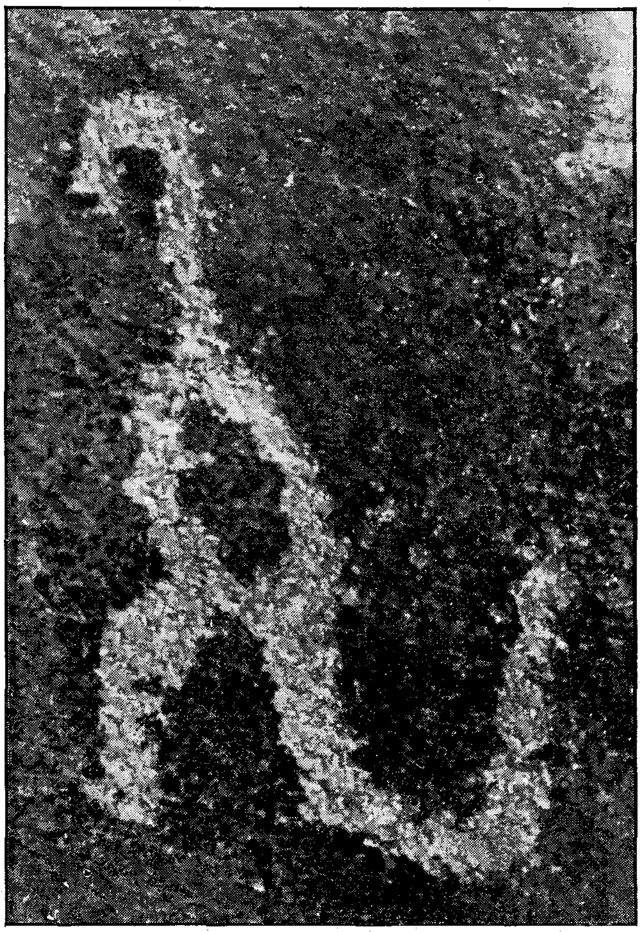
PERSONAL · GLIMPSES

THE PREHISTORIC ZOO AS DEPICTED BY THE "DAWN-MAN"

ROCK PICTURES OF THE DINOSAUR, the ibex, and an elephant attacking a man have been discovered in Arizona by Samuel Hubbard, we read, and comments by other scientists are awaited with interest. Who the artists were, remains a mystery, tho their technique is perfectly understandable. The wall of a deep canyon provided "some fifty miles of smooth and imperishable 'canvas,'" and we are told that "the rock is red sandstone, laid down probably in the Carboniferous time," and iron in the rock has coated the surface with a thin black scale known as "desert varnish." The prehistoric artist—"dawn-man or whatever he may have been"—merely "took a sharp-pointed flint and carved through this layer of black, revealing the sandstone beneath in lines of vivid red." On the wall of the canyon, the explorers found "three very important pictographs, all made in the manner above described," and Mr. Hubbard says in the Boston *Transcript:*



Photographs with this article by courtesy of H. H. Dunn, Berkeley, Calif.

"THE GREAT LIZARD ON ITS HIND FEET"

If man carved this picture of a dinosaur on the rock, "he must have seen that dinosaur." One of the pictographs in Hava Supa Canyon.

> These included one of an elephant attacking a man, the first elephant drawing by prehistoric man ever found in the United States, so far as the writer knows. Another was of a group of animals, undoubtedly of the ibex, a two-horned antelope still found alive in the mountains of Asia, whose bones have been discovered in European caves, but trace of which has never before appeared in the New World. The third and most valuable is a pictograph of an animal quite evidently intended to represent a dinosaur.
>
> The elephant pictograph is about fifteen feet from that of the dinosaur, and the animal is shown striking, or attempting to strike, with its trunk, the head of a man who is shown standing in water about up to his knees, into which he apparently has retreated. Both arms of the human figure are extended, either in fear, supplication, or an effort to strike back at the elephant. In the hand drawn back away from the animal, the artist evidently intended to place some object, as he made the first scratches for this part of the carving, but failed to finish it. It is impossible to say whether the object would have been a stone-headed spear, a stone ax, or merely a boulder.

As Mr. Hubbard goes on to say, the elephant "is apparently a female, since no tusks are shown," and probably a member of the species known as *Elephas imperator*, the imperial elephant of California. We read:

> A complete skeleton of this animal, exhumed from the pits in Rancho La Brea, near Los Angeles, is in the museum of that city. It stands fourteen feet high at the shoulders, as compared with the nine- or ten-foot height of the present-day African elephant, the largest quadruped alive now. This imperial elephant had a smooth skin, and was quite abundant in the southwestern part of the United States, remains of twenty-eight individuals having been found in one pit in the Rancho La Brea. Possibly the Indian hunter shown had killed the elephant calf, and the infuriated mother was seeking revenge for the death of her offspring.
>
> This we will never know, but the picturegraph is of the greatest interest because it directly supports the belief of Dr. Frederick A. Lucas, director of the American Museum of Natural History, exprest in his book, "Animals of the Past," that man and the elephant were coeval in America, tho there has been, up to this time, no record to prove his belief. There is no means of knowing whether the elephant was carved before or after the dinosaur figure, but the latter is cut much more deeply into the stone than is either the elephant or the man in the mute but persistent story of the prehistoric tragedy of Hava Supai Canyon. My impression is that the two drawings were made by artists of two different races, widely separated as to time. The dinosaur flourished in the Triassic period, and the elephant some centuries later.
>
> The elephant figure stands approximately 7½ inches high, and 10.3 inches long, exclusive of the trunk. The man's figure, from the waving line representing water at his knees to the top of his head, is seven inches in height. The elephant is very well-defined and clearly cut, while the relative proportions of the two figures would indicate that the man of that period was considerably taller than the Indian of to-day. There is no indication, as there is in many other prehistoric drawings, of other men coming to the aid of the one engaged with the elephant, so that it would appear the artist was endeavoring to tell the story of a battle which some individual, possibly himself, had had with one of these fourteen-foot monsters.

Also, the explorers found the first carvings of the ibex ever discovered in America. As we are told:

> One group, showing a male and two females, was directly beneath the elephant picture, quite close to the ground. This group was not so deeply carved as the others, and showed some effect of "weathering off." But on the smooth face of a red sandstone boulder, about a mile up Lee canyon from its junction with the Hava Supai Canyon, we found a beautiful panel with the figures carved a minimum of one-quarter of an inch deep. This was the finest carving found, and showed far better workmanship than any other discovered by the whole expedition, tho I believe there are yet greater prehistoric works to be uncovered in this region.
>
> The scene shows several hunters driving seven ibex either into a trap or through a mountain pass, it is impossible to say which. In order that the beholder might make no mistake in identifying the animals, the prehistoric carver cut pictures of deer, with branching antlers, and mountain sheep with rounded horns, in the same panel. Roy Chapman Andrews, head of the expedition which found the dinosaur eggs in Asia, and who has hunted ibex

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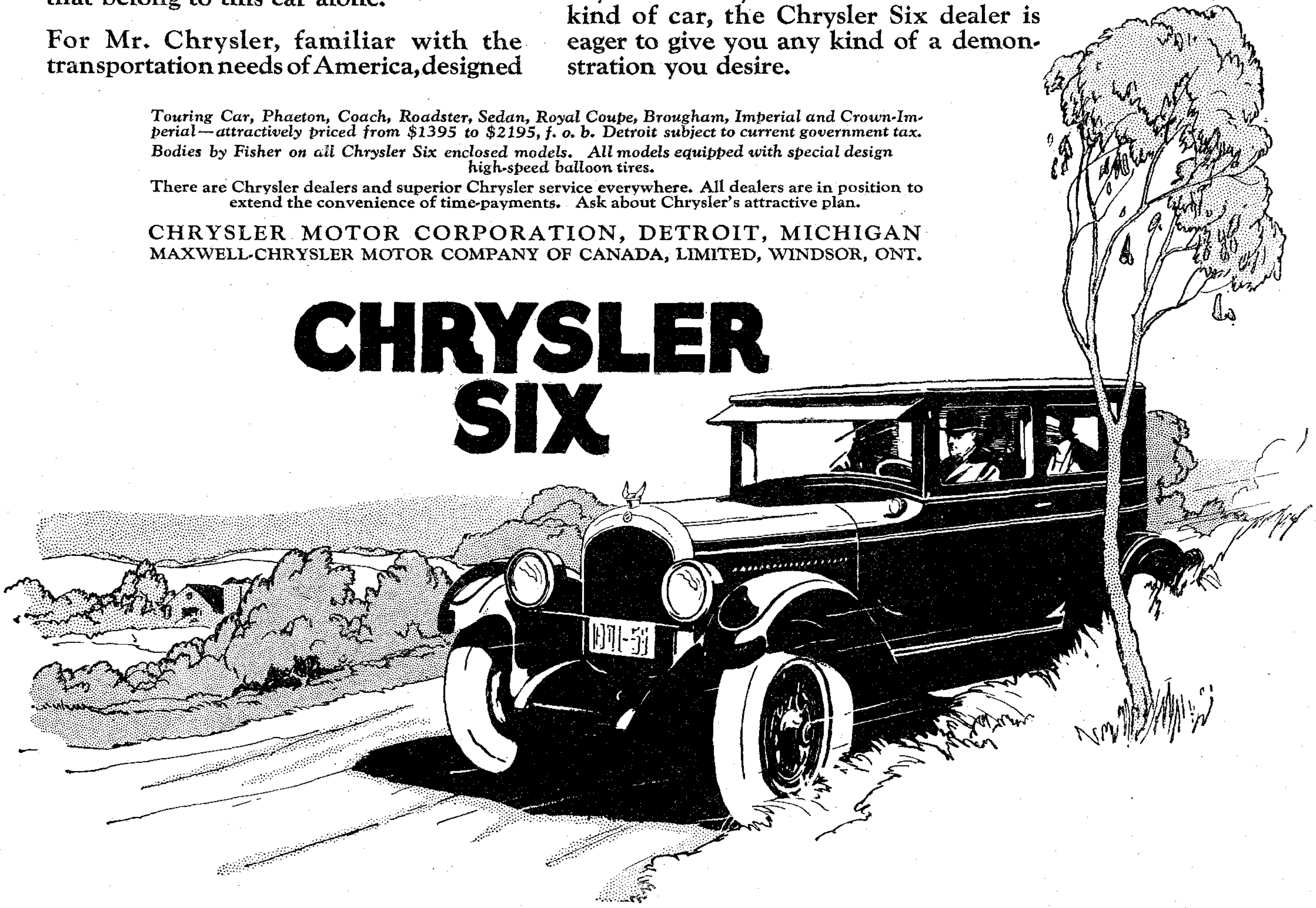

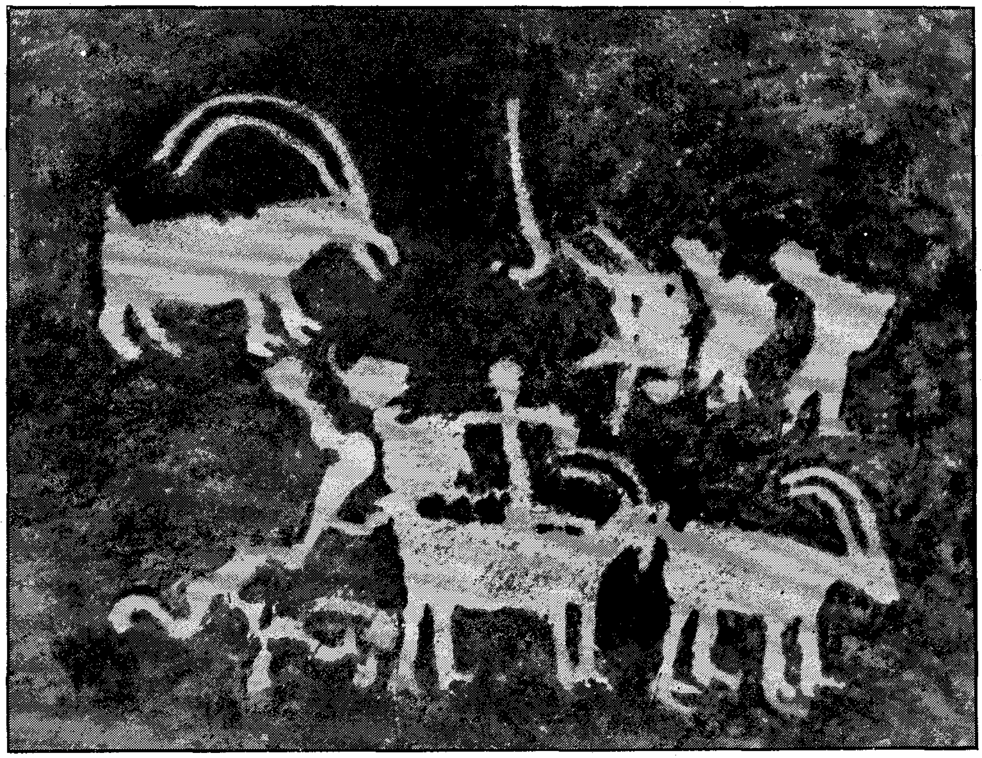

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"NO IBEX, BONES OR FOSSILS

Or living specimens, ever have been found in America," yet "this drawing would seem to indicate" that ibex abounded here "in the prehistoric past."

in the Gobi desert in Mongolia, pronounced these drawings to be those of ibex, for the reason that the characteristic knobs on the front of the horns—possest by no other of the antelope—are faithfully represented in this carving.

Now, the valuable thing about this particular pictograph is that no ibex, bones or fossils or living specimens, ever have been found in America. This drawing, taken with the other two, would seem to indicate that ibex were comparatively common animals in this region in the prehistoric past. In a cave near Alpera, Spain, are drawings showing people with feathers in their hair—like American Indians—hunting ibex with bows and arrows. It is a long way from Spain to Arizona, but here is the same animal, portrayed by different artists, who, in all probability, could not have known of each other, of each other's carvings, or of the animals inhabiting the other's country.

And now the dinosaur:

Some fifteen feet from the elephant pictograph, and on the same stone surface, we made the most remarkable find of the expedition—the figure of what I believe to be a dinosaur. Other students of archeology and paleontology agree with me, tho a scientist of national repute who has specialized in dinosaurs said, when he saw the photograph of the carving:

"It can not be a dinosaur; that is impossible, because we know that dinosaurs were extinct twelve million years before man appeared on earth."

In reply, I am tempted to quote Kipling:

Ah, what avails the classic bent,
  And what the cultured word,
Against the undoctored incident
  That actually occurred.

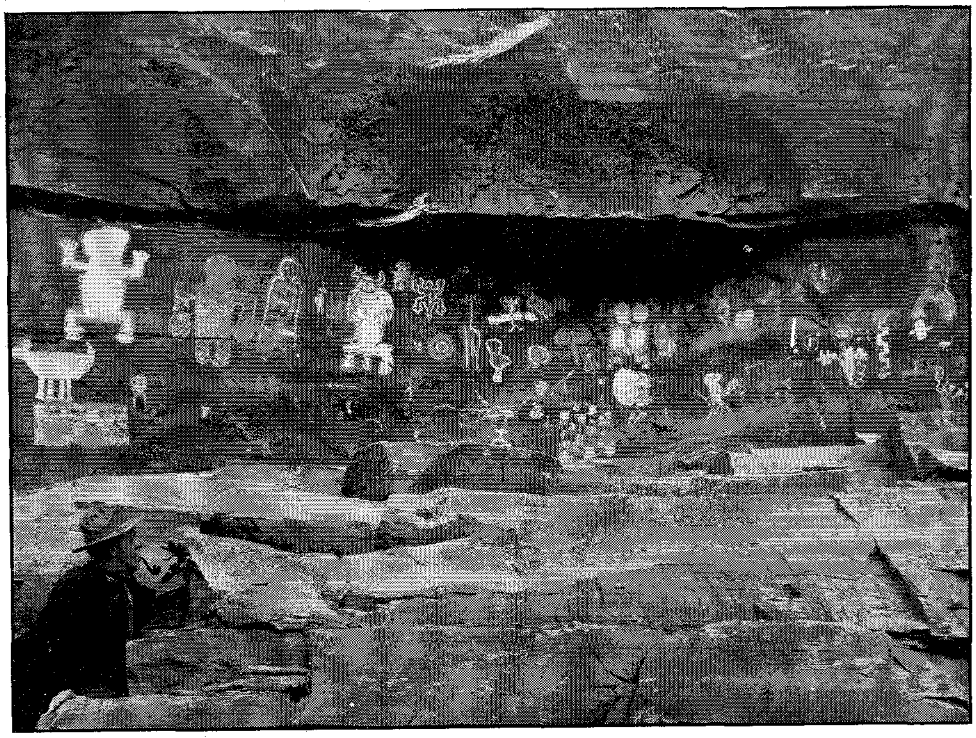
But I can make a better reply than this: On the edge of the Painted Desert, less than one hundred miles from the carved figure, the Doheny Expedition found the tracks of not one dinosaur, but of several, imperishably imprest in the stone floor of a valley about eight miles west of Tuba City. These were immediately and unhesitatingly identified by my companion, Charles W. Gilmore, curator of vertebrate paleontology in the United States National Museum, who was present when they were discovered, to be the petrified footprints of dinosaurs. He further pronounced them to be the tracks of carnivorous dinosaurs, because the marks of the claws on the huge three-toed feet were plainly visible.

I submit that, if man carved the picture of the dinosaur on the rock, he must have seen that dinosaur. Without doubt the carnivorous varieties of this huge lizard were the greatest enemies of man, if man existed in their time. There was, therefore, every reason for this prehistoric master of the flint and sandstone to have portrayed the dinosaur as an animal to be avoided, as dangerous to man; to me this carving says as plainly as if written in letters a foot high: "Beware the Dinosaur!"

The discovery of this dinosaur picture is "of the utmost importance," Mr. Hubbard contends, for—

If man came out of the Stone Age only 12,000 to 15,000 years ago, as is claimed, and if the last dinosaur passed away 12,000,000 years before man appeared on earth, yet this man-animal who carved this figure saw the dinosaur, something must be wrong with our idea of the antiquity of man. Likewise, unless we find traces of the existence of apes—now believed to have lived prior to man—in formations of the time of the dinosaur, or beyond, what becomes, may I ask, of the theory that man and the ape had a common ancestor?

The dinosaur carving shows the great lizard on its hind feet, balancing itself with the aid of its long tail, in exactly the position in which the diplodocus was in the habit of feeding. Lesser projections on the chest show where the forelegs were dropt down against the body. One hind leg is partly concealed behind the tail, and the other is in full view, even bent at the proper



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According to Mr. Hubbard, these carvings on the sandstone walls of the canyon are comparatively modern.

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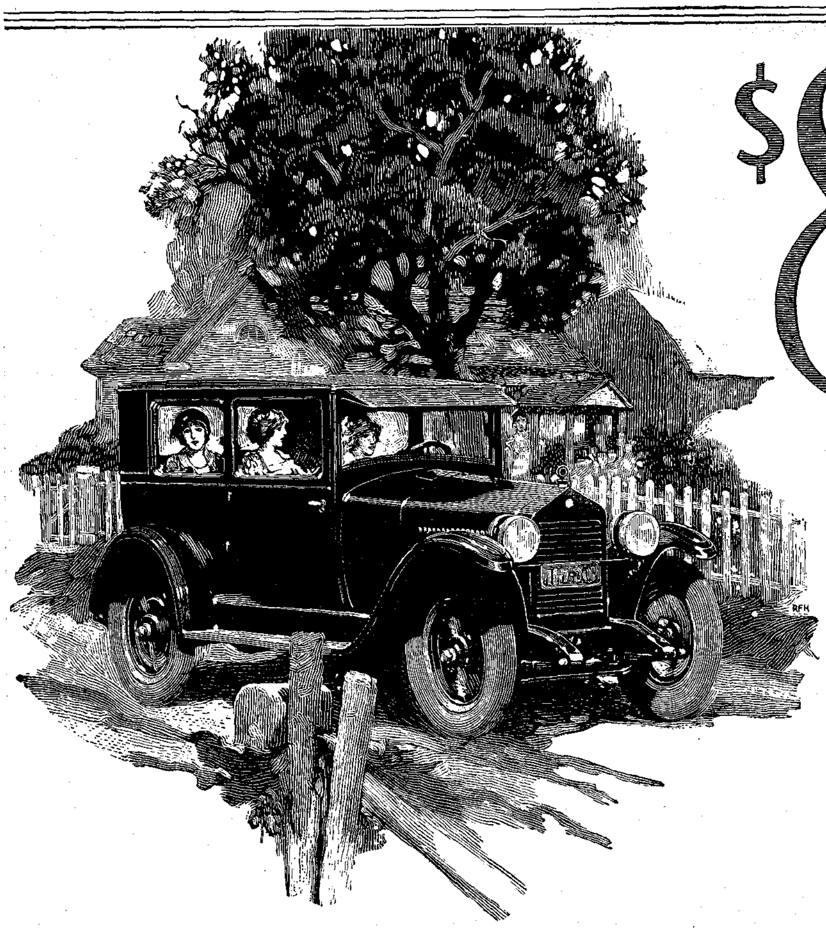

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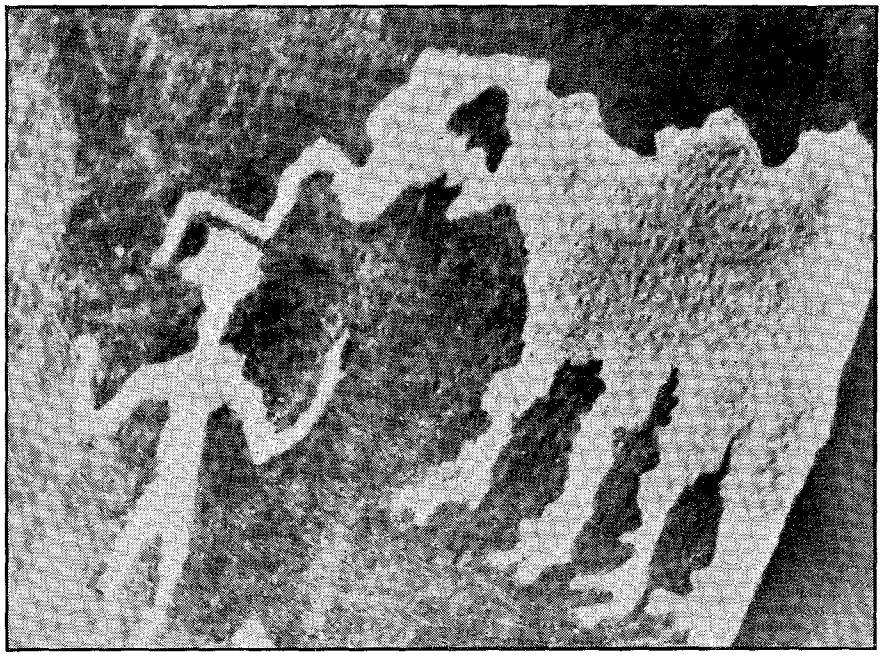

Photograph copyrighted by Samuel Hubbard

WHEN THE ELEPHANT THROVE IN ARIZONA

"The animal is shown striking, or attempting to strike, with its trunk, the head of a man."

places to indicate the joints. The long curving neck, terminating in the reptilian head, is plainly indicated in the carving. The mouth is slightly open, as if about to seize some object. The whole figure is carved through the "desert varnish" and about one-quarter of an inch deep into the red sandstone. The prehistoric artist wished his warning to his fellow tribesmen to be permanent, and it has remained far longer than either the man or the animal he was trying to picture.

The figure is 11.2 inches in height. Its greatest width is seven inches. The length of the hind leg, which is entirely visible, is 3.8 inches, and the body is 3.9 inches long by 3 inches wide. The length of the neck from the body to the top of the curve at which the head joins it is 3.5 inches, and the neck is 5.1 inches long, while the length of the tail, around the curve on which the creature is balancing itself, is 9.1 inches. The proportions are rather good, with the exception of the body, which is a trifle too short, proportionately, for the tail, as far as we know from skeletons about what the proportions of the dinosaurs were.

Other relics were found which "appeared to be of greater antiquity than anything before discovered in America," and Mr. Hubbard continues:

On the same stone on which were carved the dinosaur and the elephant, for example, we found a row of symbols, very deeply cut, and exactly the same as the Greek sign for Mars, the shield with the spearhead projecting from the upper rim. These signs apparently were of the greatest antiquity of all the carvings found, for the black iron deposit has just begun to form in some of them. It would seem certain that the man-animal who left these carvings lived long before even the legendary days of the remote ancestry of the present Hava Supai Indians of this region, for they have not even a trace of a tradition as to who made the carvings. Indeed, their tribal tales do not go back even to the people who made the obviously much more modern figures which we found, both carved and painted, on other and lower slabs of sandstone here and there in the canyon.

Many fossil footprints of other animals than the dinosaur were found, one of them being a perfect elephant track, nineteen inches in diameter, so well preserved that even the impressions made by the nails on the outer front edge of the huge footprint are still plainly visible. We also photographed and made casts of this, with drawings and measurements. It is unfortunate that the whole of this box canyon of the Hava Supai, or Cataract, creek is not included in the Indian reservation, or, better yet, taken into a government preserve, in which these very important remains of vanished races could be kept intact forever.

Also, the explorers found the fossilized remains of human beings—or of what appeared to be such. Reading on—

One of our most interesting, tho possibly minor, discoveries was of a mysterious stone or fossilized figure, embedded in the walls of the canyon about half a mile lower down than the wall pictures above described. There are in reality two figures, shaped much like human beings and which the Indians claim to be the bodies of an Indian woman and her child which have been turned to stone, tho they admit that the figures have been in the same form and position they now are ever since the days of the "Ancient Ones," the remotest ancestors of which the Hava Supai have legends. In the language of these Indians, the compound word "couda-pah-vich" means "big Indian dead a long time." This is the name they apply to this figure, and to another similar figure, said to have been found in another part of the canyon, but now completely covered by a slide of thousands of tons of rock. A shorter compound word, "couda-pah," means anything belonging to the past. The older the object is, the longer the Indian draws

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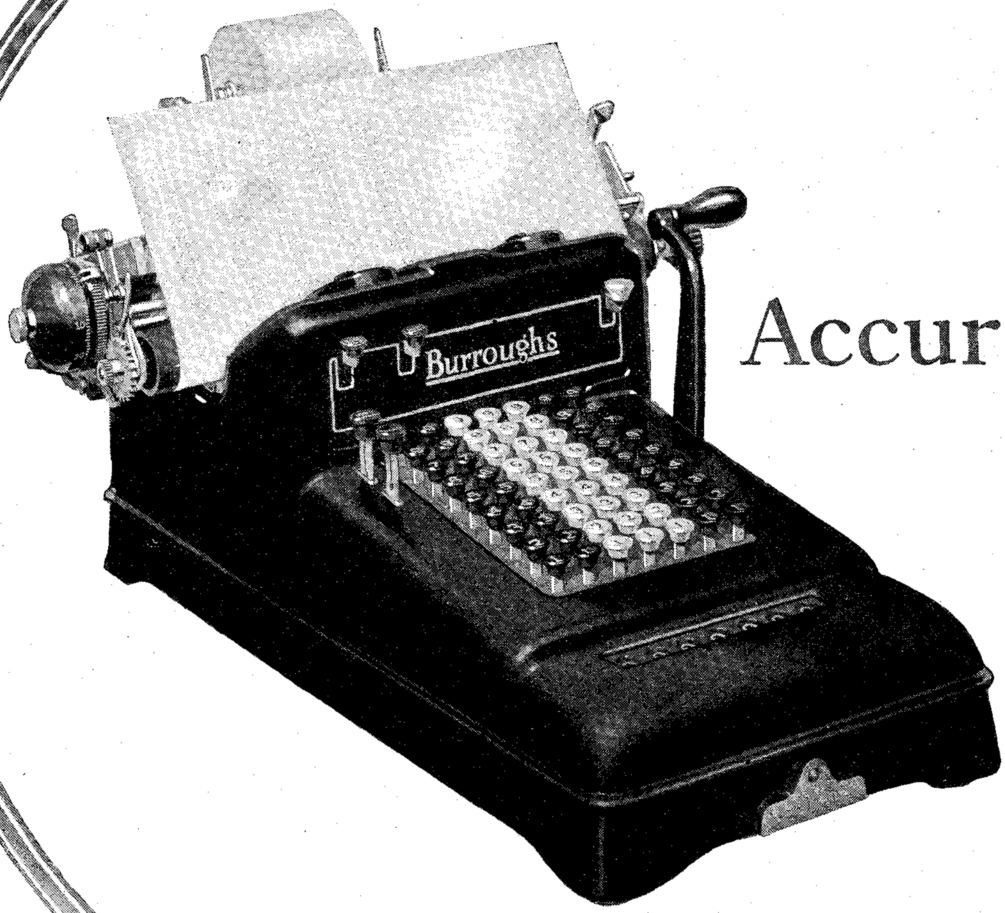

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> out the word "couda" into "koo-oo-oo-dah"; in other words, the longer the "oo" sound, the greater the antiquity of the relic. They use all the "oo-s" they can muster in describing these figures.
>
> The body, if body it is, lies in a crevice about sixty feet up from the present floor of the canyon, and can be examined only by making a detour of more than a mile through a side canyon, giving access to a table of rock above the figure. From this point the descent, involving considerable risk, can be made by means of a rope ladder. From the position of the "body" to the stream is a straight, unbroken drop onto a bed of hard rock. The figure lies face downward, with arms extended, and the hair flowing over the head, so that the face and features, if any, are not visible. The smaller figure, looking much like that of a baby wrapt in the skins of animals, lies by her side, rather protected by one thigh. Both are in a flat crevice with an overhanging roof which has protected the figures from falling rock, and, to some extent from the elements, tho the bodies are weathered to a shiny black color.
>
> The figures appear to be of limestone, bedded solidly into red sandstone, without a sign of a joint, thus barring any suggestion of carving by human hands. Mr. Gilmore made a hasty examination of the figures and declared his belief that they are deposits of limestone which have taken the shape of human beings, altho he admitted that there are some points in favor of the legendary tale of the Indians. The head of the larger figure is somewhat flattened, but the back, thighs, buttocks and a fragment of the forearm are very much like those of a human being. One of the interesting features is that the "body" measures five and one-half feet from the top of the head to the base of the spine, indicating a total length of nine to ten feet. In my opinion, this figure warrants a complete scientific examination.

Also, there were mysterious footprints discovered:

> In a little cove in the canyon of the Colorado River, near the Big Thumb, we found a large number of hitherto unknown footprints, petrified into the sandstone through which the river has carved its way. These tracks, some six inches in diameter, are round at the outer edge and shade back to virtually no impression where one would look for a "heel" of some kind. They indicate either the track of a single-toed animal like the horse, or of the front end of a human foot, clad in a moccasin. The prints are in stone which runs back at least to the Triassic period, possibly even of greater age than that.
>
> On the south bank of the main Colorado River canyon, about half-way between "Fossil Bay," where we found these tracks, and El Tovar, we discovered a prehistoric fortress, located on a small island of limestone, a mesa rising independently some sixty or seventy feet from the tableland. On the summit of this mighty natural pedestal is a wall of huge blocks of stone, laid by the hand of man. The stones weigh from 200 to 500 pounds each, and by what mechanical means they were raised from the tableland to the summit of this mesa probably always will remain a mystery. There is a steep-sided gully up one flank of this mesa, apparently eroded out since man occupied the fortress, and up this an active man can worm his way. We went up this crevice, and found that on three sides of the mesa there is a sheer, unbroken drop of at least 3,000 feet to the Colorado River, a tiny silver thread, rushing along more than half a mile below. On the fourth side it is a long bowshot from the top of the mesa to the main mesa rising from the tableland back from the river. The whole top of the mesa, which is 200 feet long by 50 to 60 feet in width, has been surrounded by the wall of laid stone, but in some few places this wall has been broken by earthquakes and the weathering off of pieces of the mesa itself. Within this wall we found arrowheads, stone implements and bits of pottery. Apparently this was a place of last resort in some tribal war, which must have been of tremendous importance to prehistoric man. According to the Hava Supai Indians, this fortress was in its present condition when their remote ancestors arrived in this region, if their legends and tales of the past are to be believed.

Mr. Hubbard concludes by remarking:

> The lapse of time shown in these discoveries in the Colorado River country is so tremendous that it staggers the imagination. To the northward a few hundred miles from this field lie the buried prehistoric cities which have been discovered within the past year or two in Nevada. To the south, along the same line, stand the cliff dwellings, and, farther down, the tremendous ruin of Casa Grande, where excavations are now going on. It would seem that at some remote period this now desert strip, running in a southeasterly direction across the greater part of the United States, held not one, but a number of succeeding groups of mankind, ranging from the man-animal who knew and carved the dinosaur, down to the pitiful remnant of the Hava Supai, existing to-day by the grace of a stream of water which seems also to have supported not a few of the preceding waves of man across this area.

THE "DIAMOND DRUMMER RISK"

SITTING AS TIGHT AS A CLAM and "not as a rule considered a very jovial, social chap," the diamond drummer takes pains to conceal the real nature of his occupation, we are told, for "not infrequently a diamond drummer carries upwards of $100,000 worth of gems on his person." Recently a diamond drummer in New York was lured by a telephone message to the top of a big office building, where he was blackjacked and robbed. This happened in the heart of the shopping district, and the loss amounted to almost $50,000. "Nearly every member of the profession goes around with a small automatic," says George E. Walsh in the New York *Evening World*, "but what good is that if a hold-up man blackjacks him in the dark?" Secrecy as to his profession is the drummer's best protection, while ingenuity in hiding the jewels is very nearly as important, and Mr. Walsh tells us:

> Years ago one of the biggest Maiden Lane diamond houses presented its traveling representatives with hollow canes in which the precious gems were carried on the road. For years this ruse worked all right, but one day a hold-up man snatched the cane away from his victim and lasht him over the head with it out of sheer anger at not finding any loot about his clothes. The cane was split in half and thousands of dollars' worth of diamonds were spilled on the sidewalk in front of him.
>
> News travels fast in the underworld, and it was no longer found safe for the drummers to carry their diamonds in hollow canes.
>
> Some drummers have resorted to the hollow shoe-heel for concealing their wealth, and others have used their hats, made with a false top as a hiding place; but as a rule the diamond drummer carries his precious baubles in a small leather bag or wallet which he conceals in a pocket or in some other parts of his clothing. He keeps a constant watch on this while traveling, and the moment he lands at a hotel he delivers the package over to the hotel safe. He takes no risk while sleeping. There is enough of it when he is awake.

The "diamond drummer risk," as it is known in the trade, entails a stiff premium at Lloyd's; for, says Mr. Walsh:

> There is no class of victims that the professional thief stalks with greater persistency than the diamond drummer. Knowing the large fortune he may carry with him on the road in a very portable form, he lays his traps and resorts to all kinds of subtle schemes to relieve him of his burden. A sort of super-thief has been developed in recent years to prey upon this class of drummers.
>
> "It's always a problem to me where to put my diamonds when aboard a sleeper," confessed one drummer. "I have no reason to suspect the porter or any of my fellow travelers, but the very nature of my trade makes me suspicious of any one and everybody. If a stranger bumps against me or jostles me in a crowd, I'm instantly on my guard. One hand goes automatically to my wallet and the other to my gun.
>
> "On one trip, when I carried close to $100,000 worth of unset diamonds, I took the precaution to hide them in the toe of one of my shoes, believing that would be the last place a thief would look for them. Imagine my surprize when I woke the next morning to find both of my shoes gone. I nearly had heart failure. I jumped out of my berth and startled the sleepers by shouting, 'Porter! Porter! Where're my shoes?'
>
> "That worthy dignitary was startled and said: 'Here dey is, all shined up!' He handed me a pair, but they were not mine. I was raving mad, and flung them at his head. 'Get mine or I'll have you arrested!' I shouted.
>
> "'Gollies, mistah, help yourself. Dey's all here.'
>
> "He pointed to a miscellaneous collection of footwear which he had been shining, and I pawed them over frantically only to find mine were missing. At that moment came a querulous voice: 'Porter, what've you been doing to my shoes? I can't get my toe in this one.'
>
> "I was just two jumps ahead of the porter, and when I got my own shoe I fled back to my berth and emptied it of the diamonds before I attempted to explain. They were all there, not one missing. It cured me of hiding my diamonds in shoes at night."

As Mr. Walsh tells us, the diamond houses take the utmost care to protect their drummers:

> When they start out on a trip the sample case of diamonds may be delivered to them by a trusty messenger just before boarding a train. After that the house keeps in close touch with them. Every night the drummer calls up the house and reports where

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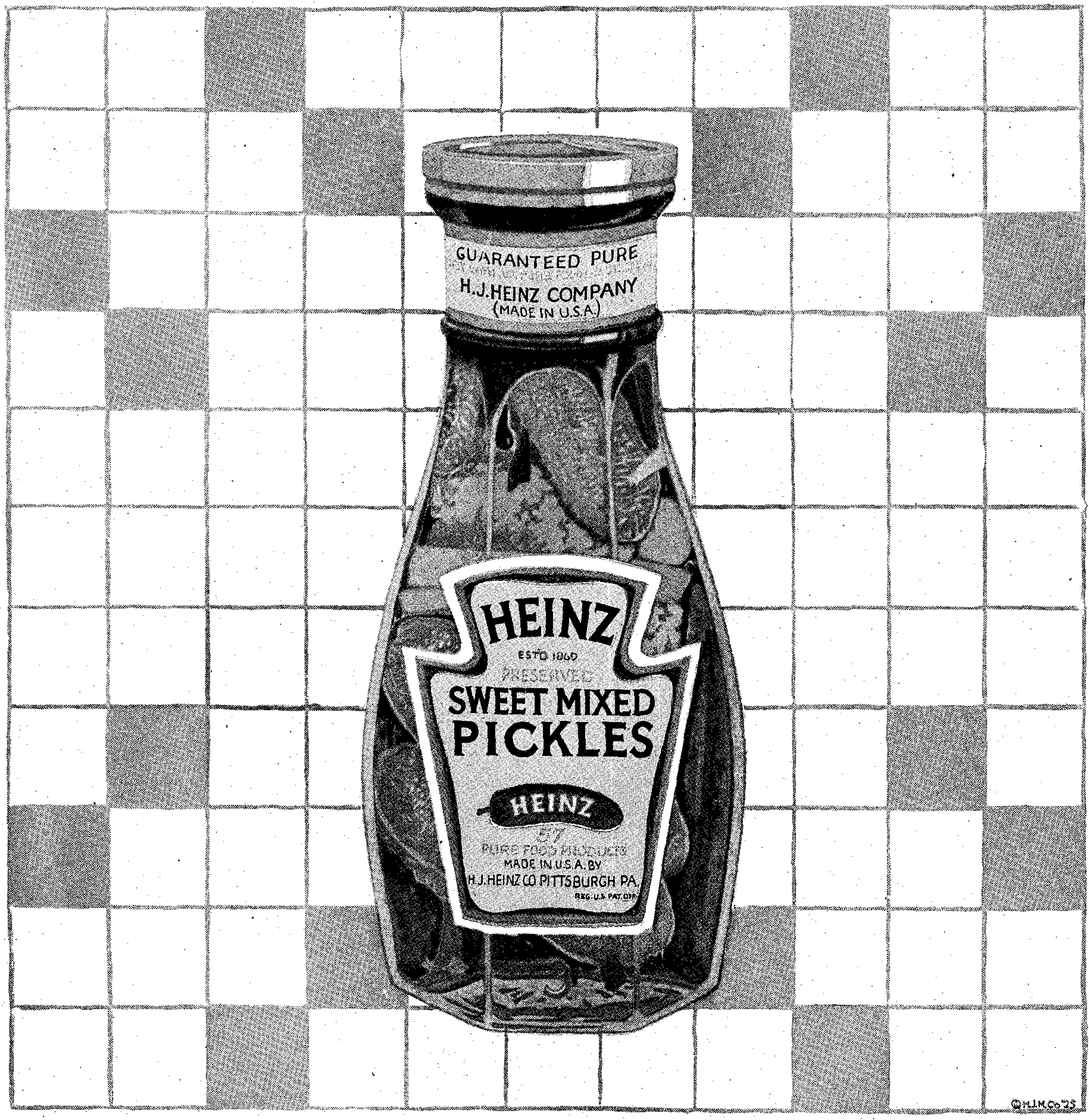
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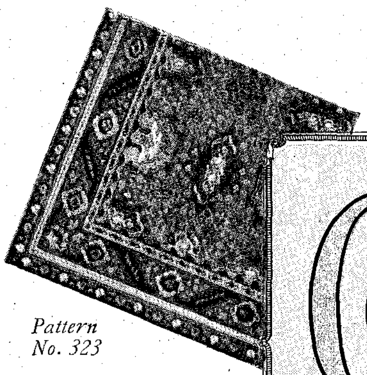

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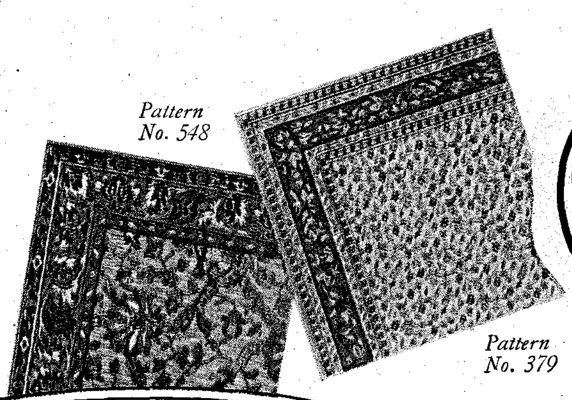
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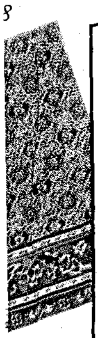

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We knew that these modern, sanitary rugs set a new standard in floor-covering value. Thus we had no hesitancy in pledging ourselves to the unconditional money-back guarantee that is printed on the *Gold Seal*.

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Unless you are familiar with the complete range of Congoleum patterns you have not fully realized the decorative possibilities of these popular money and labor-saving floor-coverings. Every type of room—every possible color scheme—has been amply provided for.

When you buy Congoleum *Gold-Seal* Art-Rugs you get patterns of undisputed artistry—rugs of proved durability, and highest quality.

Don't be satisfied with any "just as good" floor-covering. Insist that the material you buy bears the *Gold Seal* on the face of the pattern. Only then can you be sure of getting Congoleum quality, beauty and service.

Popular Sizes—Money Saving Prices

Size	Price
6 feet x 9 feet	$ 9.40
7½ feet x 9 feet	11.70
9 feet x 9 feet	14.05
9 feet x 10½ feet	16.40
9 feet x 12 feet	18.75

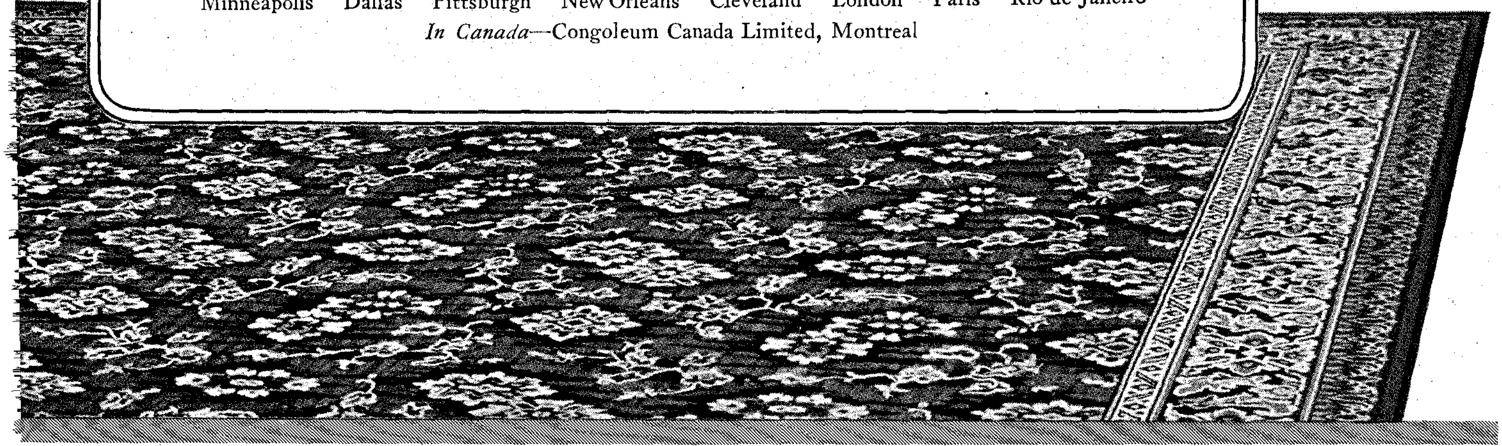
The patterns illustrated are made only in the five large sizes. The smaller rugs are made in designs to harmonize with them.

Owing to freight rates, prices in the South and west of the Mississippi are higher than those quoted.

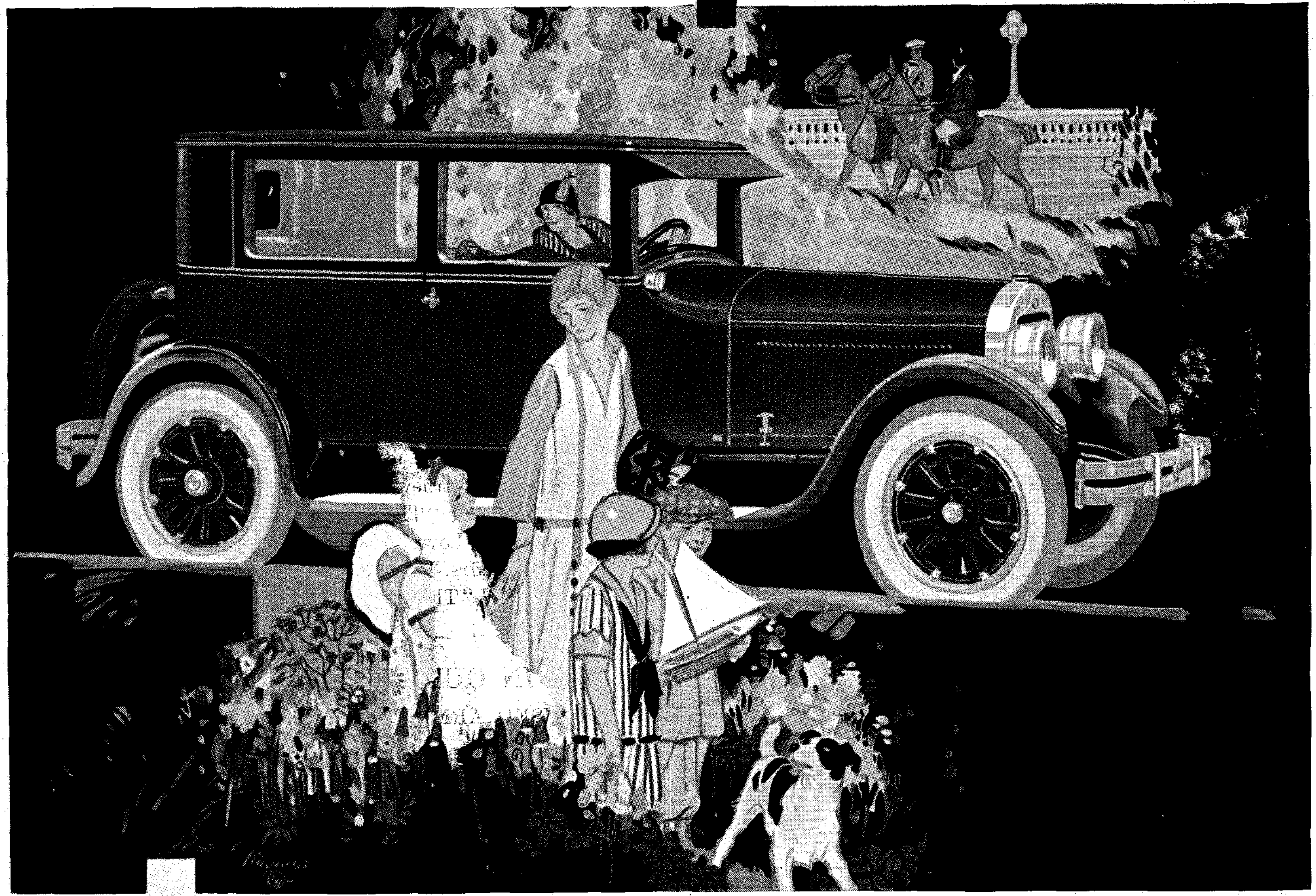
Size	Price
1½ feet x 3 feet	$ .60
3 feet x 3 feet	1.30
3 feet x 4½ feet	1.95
3 feet x 6 feet	2.60

CONGOLEUM-NAIRN INC.

Philadelphia New York Boston Chicago Kansas City San Francisco Atlanta
Minneapolis Dallas Pittsburgh New Orleans Cleveland London Paris Rio de Janeiro
In Canada—Congoleum Canada Limited, Montreal



The Human Desire to Own the Best Suggests *the* Cadillac



Own the Car You Long Have Wanted

Value more remarkable than that of this fine Cadillac Coach is simply not to be had in the motor car market. For Cadillac has built—not merely a closed car at open car price—but a closed car in which outstanding value, quality and beauty go hand in hand.

Those who have viewed the Coach, who have observed the elegance and comfort of its large five-passenger body and experienced the powerful, vibrationless performance of the V-63 eight-cylinder chassis, tell us that the car confers new meaning upon Coach design.

And so, in steadily increasing numbers, discriminating purchasers are acquiring this fine Cadillac Coach, fulfilling their desire to own the best.

$3185
f. o. b. Detroit

CADILLAC MOTOR CAR COMPANY, DETROIT, MICHIGAN
Division of General Motors Corporation

CADILLAC COACH

STANDARD OF THE WORLD

he is and what hotel. If he fails to report, the local police head may receive a wire to look up Mr. So-and-So, registered at the local hotel, and find out if all is well with him. The reason for this follow-up system is to guard the drummer against mishap and also to see that he does not skip the country with too much of a lead.

Before this system was adopted a number of things happened. One drummer was waylaid at night and his body hidden in a vacant lot. It was a week before the diamond house found out that he had been held up, robbed and killed. Another drummer, after half a lifetime of honest work, turned thief suddenly. It was a fortnight before the house grew suspicious and started a hunt for him. By that time he was safe in a South American port.

MONKEY MINDS

INTELLIGENCE TESTS FOR CHIMPANZEES show that these biological poor relations of ours "behave in a way specifically human," we are told. At the German Anthropoid Station in Teneriffe, the Canary Islands, Prof. Wolfgang Köhler has studied their mentality with great patience. He remained there some four years, "almost deprived of scientific contacts and suffering during a part of the time discouragement, discomfort, and privations which affected the existence of his family and himself and the conduct of his work." Just now he is "an academic visitor in the United States on professional duty at Clark University and lecturing also elsewhere on the psychology of the anthropoid apes." In his volume, "The Mentality of Apes," he describes the clever devices employed in studying them, and Prof. Robert M. Yerkes of Yale tells us in *The Literary Digest International Book Review* for June:

> While at the Canary Island station Professor Köhler devoted himself principally to an experimental study of ideational behavior in the chimpanzee, or whatever activity takes the place of such behavior, and theorizing concerning the characteristics of the anthropoid action system in comparison with that of man. His book carries, in addition to lengthy and exceedingly interesting descriptions of tests of insight and their results, much speculation concerning the psychological significance of observations and a wealth of valuable notes on the temperament, habits, life history, and individuality of his animal subjects. During most of the time seven chimpanzees were available; of these only one was mature. The ages of the others ranged, according to estimate, from three to approximately eight years.
>
> In attempting to find out whether the chimpanzee ever acts with insight or understanding of the relation of means to ends, Köhler devised or adapted a number of ingenious and simple methods. Most of them fall into three groups, which the author designates as "roundabout methods" (umweg)—similar in many respects to "detours necessitated by obstacles"—"the use of implements," and "the making of implements." The descriptions of these several test-methods and of the ways in which the chimpanzees acted make fascinating reading. The essentials of typical test-situations may be indicated in a few words.
>
> A tempting object, such as a banana, having been so placed in the animal's cage that it could not be obtained by climbing or other ordinary method, boxes were made available in the cage and the animal thus given a chance to obtain the reward by piling the boxes on top of one another under it. This some of the animals did of their own initiative. Again, instead of the boxes, a bamboo pole was placed on the floor of the cage and the ability of the chimpanzee to use it as an instrument thus tested. Actually it was used in a variety of ways: to strike with, to jump from, to climb and reach from.

Professor Yerkes goes on to describe an interesting variation of the pole test which involved placing the bit of food outside the cage and putting at the command of the animal two pieces of bamboo, each of which was too short to reach the reward:

> The point was to discover whether the animal would try to make an adequate instrument out of two useless ones. At least one individual did this by fitting the smaller stick into the larger. Even more surprizing, as indication of insight, is the behavior of one of the chimpanzees when the smaller stick was too large to fit into the other. It reduced the size by chewing at the end until the two sticks could be properly fitted together.
>
> In a somewhat different test situation the reward was placed beyond arm's reach outside the cage, a short stick was left in the cage, and a longer one outside. The shorter of the sticks was too short to enable the animal to reach the coveted object, but with it the longer stick could be reached. According to report, one of the chimpanzees used the sticks appropriately, and thus achieved its objective.
>
> In these and many other types of test the chimpanzees succeeded surprizingly well. Whether their thinking about the problems may safely be called reasoning, the author does not say, for he is becomingly cautious about psychological interpretation.
>
> The reader who is equal to this scientific treat—and we hope there may be tens of thousands of them—will be impress by the similarity of Köhler's methods to the "intelligence tests" which are now so extensively used in this country. Indeed, it appears that the same test may often be used in identical form with apes and with men. Köhler himself compares the behavior of children, apes and hens when confronted with the same sort of problem. The child beyond a certain age, if normal, acts with obvious insight; the chimpanzee, Köhler believes (and the writer's observations support the same conclusion), also acts with keen appraisal of the situation and with a degree of insight which exceeds that of the human infant, altho it may fall short of the child who has learned to talk. The hen, by contrast, seems utterly devoid of insight or aught else approaching human understanding!

Other attractive features in *The Literary Digest International Book Review* for June are: "Exploring the Epics of a Swiss Homer," by Romain Roll[illegible]; "Two Actors Tell Their Adventures," by Brander Mat[illegible]s; "The World Buried in an Atom," by Benjamin Harrow; [illegible]he Education of Edward VII," by Shane Leslie; "The [illegible] Affairs of Washington Irving," by W. R. Langfeld; "[illegible] Wharton Pictures New York Society," by L. M. Field; and [illegible]e Passing of Romance," by the Editor.

[illegible]EEREST TURKEY

AN AMU[illegible]IENIAN in Constantinople reads the Turkish press, clips and translates whatever he enjoys most, and gives us the benefit thereof in *The New Armenia* (New York). He finds a Turkish writer commenting upon the war now being waged against football, and quotes his contention that, inasmuch as the ball "bears a striking resemblance to the head of the Caliph Hussein," it is sacrilegious to kick it. Also, he quotes a Turkish correspondent of the *Aksham*, who writes from Erzerum: "On account of ignorance and superstition, the people have killed all the hens in Kars, Ardahan, Olti, Nurman, Portoon, and Erzerum. They had heard that from the eggs laid by the hens dragons would hatch and destroy the whole population." To his delight, meanwhile, he notices in *Istiklal* a cartoon showing a man gazing in bewilderment at an armor-clad deputy and asking, "Why this armor, effendi?"—to which the deputy replies, "I'm going to the National Assembly." But what interests the Armenian still more is the admission, made in all seriousness by a Turkish writer, that the Turks are unable to develop Turkey. As translated for *The New Armenia*, his statement includes the surprizing sentences:

> In order to accomplish the improvement of the Turkish race, we must invite Germans and Italians, Turkify them, and induce them to marry Turkish women. When the blood of these civilized races mingles with our own, Turkey will become civilized.

Certainly the development of the country is not proceeding rapidly if the following translation of a letter by a Turkish journalist to the *Vatan* puts the case fairly:

> I visited all the important cities of Anatolia. When I reached Amasia, I noticed that, like all the other cities, it is in the ruinous state of four centuries ago. As a monument to imbecility there remain the ruins of a fire that had, before the establishment of the Turkish republic, destroyed the most populous and prosperous quarter of the city.
>
> When one travels in Asia Minor, one realizes Turkey's woful condition in its stark nakedness. Turkey is poor, weak, and helpless. Traveling from Samsoun through an area of about 160 kilometers, I did not find half a million people. In Ireland, within the same area, there live four or five million people. A caravan of camels, transporting oil-cans, obstructed the road. In an era when air-planes are used for transportation, Turkey relies on camels. It is from these patient animals that we expect speed, life and progress!

GLIMPSES OF SUMMER PLAYGROUNDS

REALMS OF SUMMER RECREATION

"WHO LOVES NOT MORE THE NIGHT OF JUNE than cold December's gloomy noon," asks Sir Walter Scott, and the affirmative answer springs from countless minds as the voices of nature call us from humdrum occupations and tiring business or professional worries.

We hear the murmur of many waters. The tinkle of brooks flowing over pebbly bottoms is sweet to our ears. "There is no music like a little river's," as Stevenson says. "It plays the same tune over and over again, and yet one does not weary of it like men fiddlers." The ripple of the lake lapping the sides of the canoe lures us to paddle on around the next bend to discover new mysteries of rocky shores. There are the sterner tones of the booming surf and the rumble of thunder in distant mountains. The surge of salt water cleft by the bows of great ships to many ears is the call to far journeys.

To others the wind sighs through forests of hemlock and spruce, soothing the camper to sleep in balsam-laden air. From stately trees overlooking velvety golf courses come the melodies of birds, whether our game be good or poor. With nature in this mood we reach for our clubs, for rod and paddle, tramping-boot and folding-cot. Time-tables and sailing-lists are only less fascinating literature than green ribbon-like tickets.

The realms of summer recreation lie invitingly before us. They are vast regions, including the glories of nature, the handiwork of ancient races and the achievements of modern civilization. In these pages can be given only a few fleeting glimpses of them. May these suffice to contribute to our health, happiness and long life!

THIS SUMMER IN EUROPE

Recent developments in transatlantic passenger service have opened new possibilities for European travel. The dream of a trip abroad by thousands who could not afford one may be now realized. Two innovations have made this possible. The "cabin" or "monoclass" steamship, which has only a single-class above steerage, was introduced a few years ago. It met with instant favor. Demands for its accommodations have grown so rapidly that all the leading lines are adding "cabin" steamships to their fleets. This summer more than thirty such ships will be operated. In general these vessels offer service superior to that of the first-cabin of the crack liners of a decade ago. Their absence of segregation appeals to people of refined taste who are limited to moderate travel funds. Minimum rates range from $260 to $350 for the round trip.

Going a step beyond the single-cabin idea, ingenious and enterprising managers are introducing another striking innovation—"Third-Class Student Trips," limited in membership to students, teachers, artists, or other professional people. The entire third-class of several of the most famous modern ships is being devoted to this use, and capacity bookings are reported. The food, rooms and surroundings of the third cabin on these large modern steamships are comparable to the second-class standards of ten years or so ago. More than thirty "students" tours are sailing this summer. The minimum rates range from $155 upward for the round trip. Going beyond the mere ocean transportation, steamship companies are offering "student" European tours complete, including all expenses on sea and land, at from $225 to $700. Elsewhere we publish a complete table of first- and second-class, cabin and "students' tour" steamships.

No other region of the world is better supplied with excellent guide-books, maps, etc., than the countries of Europe. In these pages we may take only a few brief glimpses of the salient attractions of these lands and present some of the special events that may add to the tourist's visit.

ENGLAND

The English countryside is never more charming than during the summer months. Hedgerow and flower garden tempt one to explore this Motherland of our own people. Trips to Stratford-on-Avon, Brighton, The Wordsworth Lake Country, the Cathedral cities, and across the border to the Trossachs and Castles of Scotland offer delightful opportunities. London with its Anglo-Saxon history, tradition and literature will, as usual, be the tourist headquarters.

Interesting events will claim visitors' attention this summer. From May to October the second edition of the great British Empire Exhibition at Wembley will be open with entirely new contents. Other events include the All-England Lawn Tennis Championships at Wimbledon, June 22-27; the International Horse Show at Olympia, June 22-30; the Open Golf Championship on June 25; the International Congress of Radiology at London on June 30; the Henley Regatta, July 1-3. The International Deep Sea Fishing Exhibition at Agricultural Hall, London, to be held during July and August; the Brooklands Motor Races, August 3; the Masonic Festival at Olympia on August 8; the Cowes Regatta, August 10-15. The 70th International Exhibition of Photography is to take place at London during September and October, and the International Shoe and Leather Fair at Agricultural Hall, London, October 5-9.

FRANCE

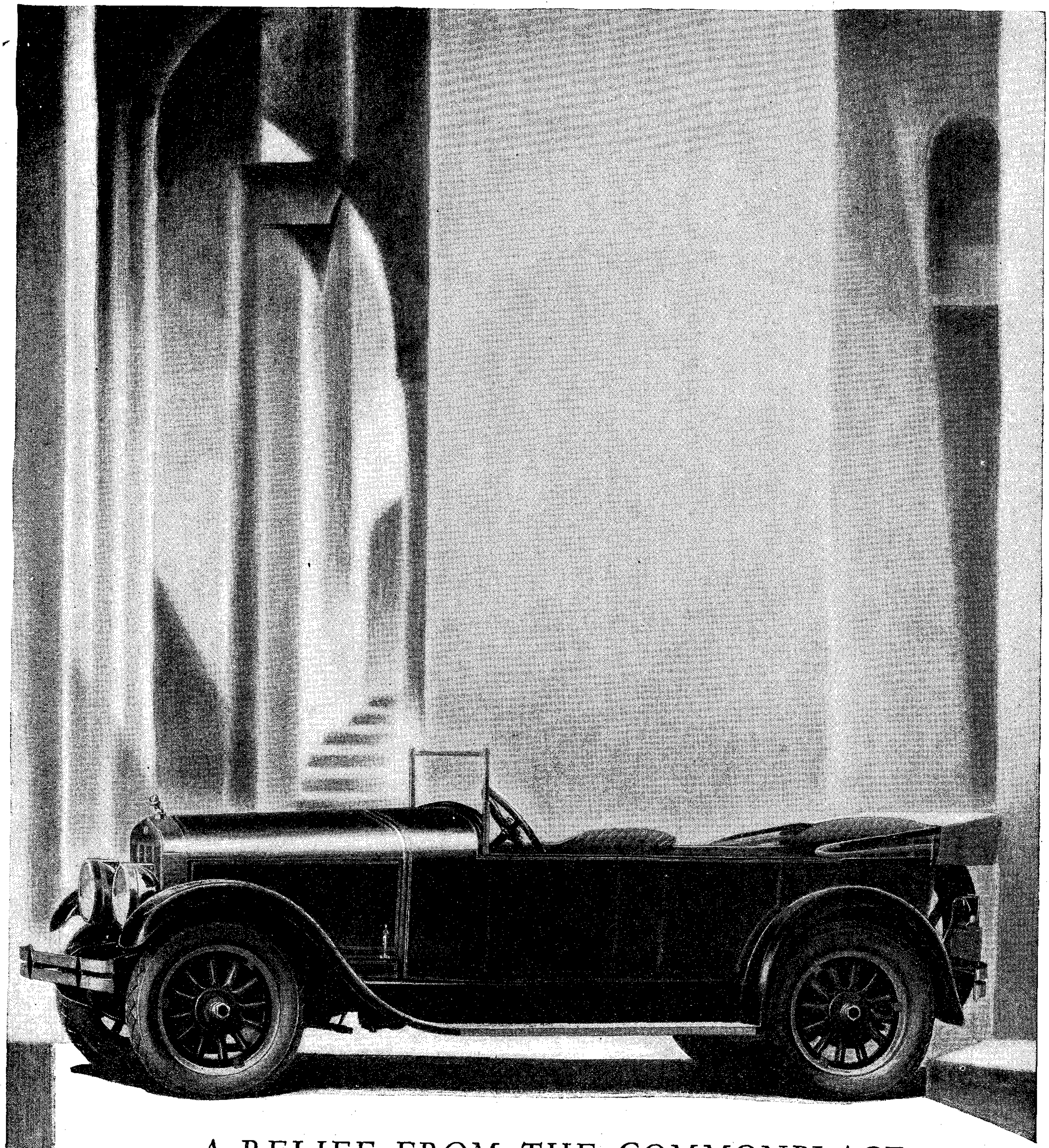
From Paris, the crowning jewel of all cities, radiate trips to those many attractions which have made the Republic of France famous the world over as a tourist objective. There is the Valley of the Marne and the battle-fields; the coast resorts at Deauville, Trouville, St. Malo, Nantes, the famous Spas at Vichy and Aix-les-Bains; the pastoral beauty of Brittany and the Valley of the Loire; the enchanting Chateau Country and incomparable French Riviera. On the French program of interesting events this summer are included: the International Exposition of Decorative Arts and Modern Industries at Paris, from April to October; the International Water Power and Tourism Exhibition at Grenoble from May to October; the Grand Prix—Longchamps—Grand Steeple Drags—Auteuil, in June; the Samples Fair of Bordeaux, June 15-30; the Prix President Republique at St. Cloud in July; Bastille Day, July 14; Grand Prix Races at Vichy during July and up to August 10; the Motor Show in October; the Perfumery Exhibition at Digne during October.

BELGIUM

Since American tourists first crossed the ocean, those who appreciate art and the picturesque in town and country have been attracted to Belgium. Now the World War has given this land added interest. Ostend; the summer opera at Brussels; the quaint charms of Flanders; historic Antwerp and ancient Bruges are some of the places no tourist will wish to miss. From May to October there will be an art exhibition at Antwerp. In July the International Electric Exhibition will be held at Brussels. Horse races, regattas and a commercial fair will feature the season at Ostend during July and August.

HOLLAND

Nature clothes Holland with rich colorings during the summer months. It is then that the Holland of our dreams and picture-books with its canals, windmills, gardens, and ancient cities can be seen in reality. From Belgium it is close at hand. The trip from Antwerp to Zeeland occupies only three hours. The



A RELIEF FROM THE COMMONPLACE

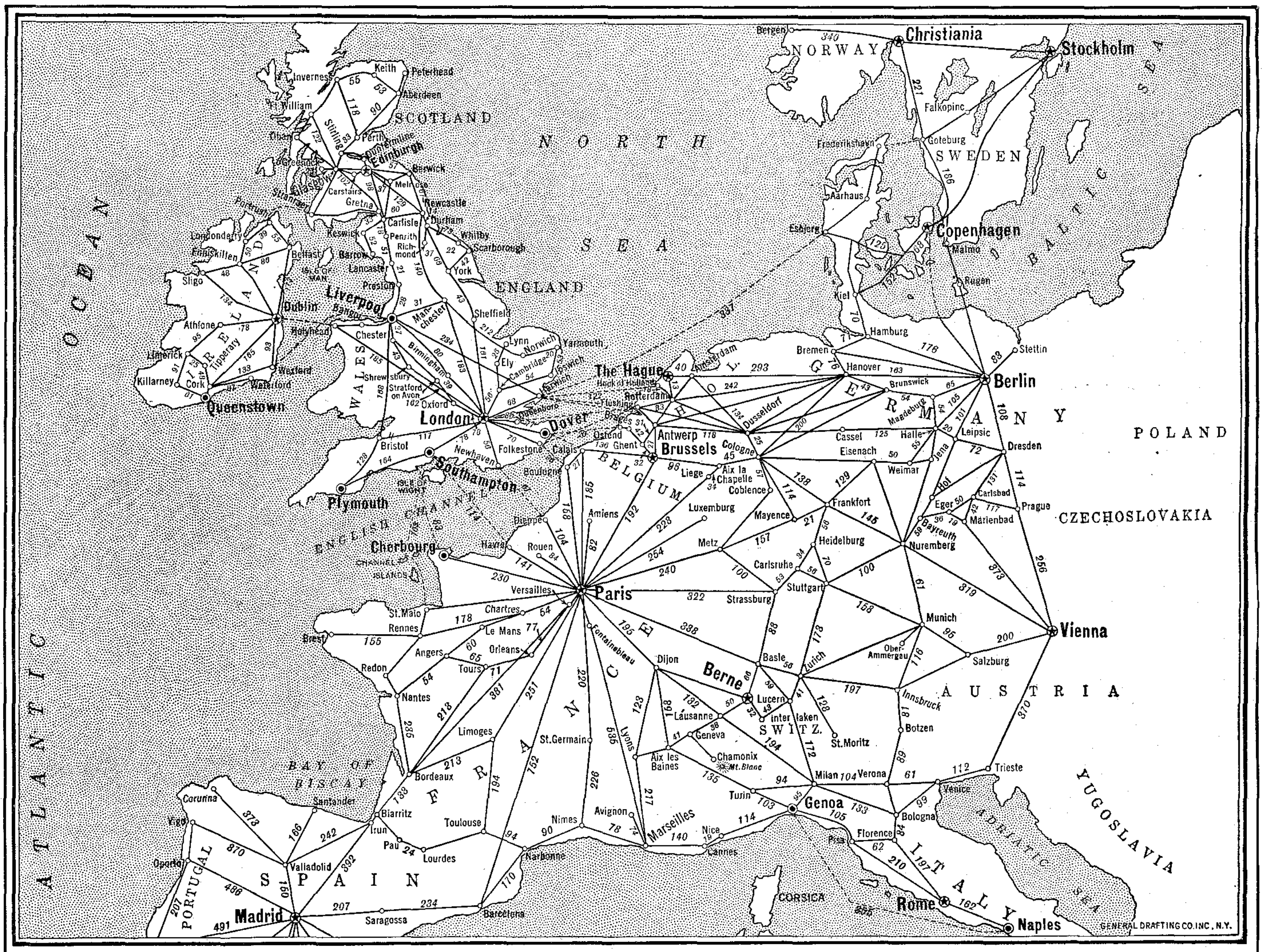
Realizing that many people would prefer the distinction and exhilaration of an open car if they could find the right kind, Franklin presents the new de Causse design. This Touring Car has a made-to-order air that sets it apart from ordinary open models. It satisfies fully the desire for fineness and style among those who delight in action and the open.

In service, it becomes more than ever the sort of car in which you take especial pride and pleasure. For beneath its design appeal are not only high power and exceptional comfort, but also the Franklin reputation for long life and owner satisfaction. Over 75% of all Franklins ever built are still in active service, while 62% of last year's entire output went to those who already owned Franklins.

* * * * *

Like the six other Series 11 types, this Touring comes ready for the road—fully equipped with appropriate accessories, spare tire and cover—at the catalog price. Only freight and tax are extra.

FRANKLIN


ATLANTIC OCEAN
NORTH SEA
BALTIC SEA
ADRIATIC SEA
ENGLISH CHANNEL
BAY OF BISCAY
SCOTLAND
IRELAND
ENGLAND
WALES
NORWAY
SWEDEN
HOLLAND
BELGIUM
GERMANY
POLAND
CZECHOSLOVAKIA
AUSTRIA
SWITZ.
FRANCE
SPAIN
PORTUGAL
ITALY
YUGOSLAVIA
CORSICA
CHANNEL ISLANDS
ISLE OF WIGHT
ISLE OF MAN
Bergen
Christiania
Stockholm
Falkopinc
Goteburg
Frederikshavn
Aarhaus
Esbjerg
Copenhagen
Malmo
Rugen
Kiel
Hamburg
Stettin
Bremen
Hanover
Brunswick
Magdeburg
Berlin
Inverness
Keith
Peterhead
Aberdeen
Ft. William
Oban
Perth
Stirling
Dunfermline
Edinburgh
Greenock
Glasgow
Berwick
Melrose
Carstairs
Stranraer
Gretna
Newcastle
Portrush
Londonderry
Enniskillen
Belfast
Carlisle
Durham
Keswick
Penrith
Richmond
Whitby
Scarborough
Barrow
Lancaster
York
Sligo
Preston
Liverpool
Dublin
Bangor
Manchester
Sheffield
Athlone
Holyhead
Chester
Lynn
Norwich
Yarmouth
Limerick
Tipperary
Ely
Killarney
Cork
Waterford
Wexford
Shrewsbury
Birmingham
Stratford on Avon
Cambridge
Harwich
Queenstown
Oxford
London
Bristol
Newhaven
Folkestone
Dover
Calais
Boulogne
Southampton
Plymouth
Cherbourg
The Hague
Hook of Holland
Rotterdam
Flushing
Amsterdam
Bruges
Ostend
Ghent
Antwerp
Brussels
Cologne
Dusseldorf
Liege
Aix la Chapelle
Coblence
Cassel
Halle
Leipsic
Eisenach
Weimar
Jena
Dresden
Hof
Eger
Carlsbad
Marienbad
Prague
Bayreuth
Frankfort
Mayence
Luxemburg
Amiens
Dieppe
Havre
Rouen
Metz
Heidelberg
Nuremberg
Carlsruhe
Stuttgart
Strassburg
Versailles
Paris
Chartres
Le Mans
Orleans
St.Malo
Rennes
Brest
Angers
Tours
Redon
Nantes
Fontainebleau
Dijon
Munich
Vienna
Ober Ammergau
Salzburg
Basle
Zurich
Berne
Lucerne
Lausanne
Interlaken
Geneva
Innsbruck
Bozen
St.Moritz
Limoges
St.Germain
Lyons
Aix les Baines
Chamonix
Mt. Blanc
Bordeaux
Milan
Verona
Venice
Trieste
Turin
Genoa
Bologna
Florence
Pisa
Biarritz
Irun
Pau
Lourdes
Toulouse
Nimes
Avignon
Marseilles
Nice
Cannes
Narbonne
Barcelona
Corunna
Vigo
Santander
Valladolid
Oporto
Madrid
Saragossa
Rome
Naples
GENERAL DRAFTING CO. INC., N.Y.

Adapted from map prepared by International Mercantile Marine Company

TRAVEL MAP OF EUROPE

Showing cities and routes of tourist interest, with distances between indicated in miles.

itinerary should include visits to Amsterdam, The Hague, Utrecht and the Castles of Gilderland.

In August the International Shoe and Leather Exhibition will be held at Waalwijk; an International Congress on the "Union Cycliste International" is an August event at Amsterdam. The Dutch Industrial Fair is an attraction at Utrecht, September 8 to 17.

SCANDINAVIA

Summer is the ideal season for tours to Norway and Sweden. Cruises to view the majestic fiords of the former country and to see the impressive spectacle of the Midnight Sun at the North Cape are growing in popularity. A trip through the Gota Canal from Gottenborg to Stockholm is an unforgetable experience, while such cities as Oslo (the new designation of Christiania), Copenhagen and Stockholm are intensely interesting. On the program of Scandinavian events are included: Independent Order of Odd Fellows' Grand Encampment at Stockholm in July; International Regatta at Langedrag, July 15-19; The Sandhamms Regatta at Stockholm during July and August; the Annual Fair at Malmö, August 1-8; the 7th Swedish Trade Fair at Malmö, August 3-9; the World's Church Conference at Stockholm, August 19-27.

GERMANY AND AUSTRIA

The flow of tourist travel to Germany and Austria is resuming flood tide. The country of Beethoven, Wagner and Lizst with its historic cities, including Munich, Dresden, Leipzig, Berlin, Nuremberg; its scenic Rhine Valley and its health resorts offers a variety of tours, while the charm of Vienna is traditional. Interesting events this summer will be: Exhibition of Wurttemberg Toys at Stuttgart in June; Industrial Exhibition at Dresden from June to September 30; Horse Races at Carlsbad, July 1-30; Sailing Races at Kiel, July 4-12; Musical Festival at Baireuth from July 22 to August 30; Wagner and Mozart Festivals at Munich in August; International Tennis Tournament at Carlsbad in August; International Fair at Danzig, August 2-23; Samples Fair at Leipzig, August 30 to September 6; Hides, Leather and Fur Exhibition at Leipzig, August-September; Stationer's Exhibition at Stuttgart, September 2-24; International Autumn Fair to be held at Frankfort, October 4-10. An exhibition of art at Vienna is open to visitors until the end of June. In August an International Music Festival will be held at Salzburg. Motor races and regattas are September events at Bregenz. Vienna also celebrates the International Fair during the first week of September.

SWITZERLAND

This scenic wonderland of Europe with its snow-capped peaks, its blue skies and crystalline waters is an essential in the European itinerary. The entertainment and transportation of travelers is a well-developed science in Switzerland, and visitors to Zurich, Lucerne, Berne, Lausanne and Geneva will find every facility for seeing the wondrous sights in the surrounding regions of these cities. On the program of events to be held this summer are included: The Grand Flower Festival at Geneva, June 27, 28; the International Rowing Competition at Lucerne, June 27, 28; the International Fair of Colonial and Foreign Products at Lausanne, June-July; Sailing Regatta Week at Geneva, July; Grand Venetian Night on Lake at Lucerne on July 4; International Horse Races at Lucerne, July 5-12; International Steeplechase at Geneva on July 14; International Motor Races at Lucerne on July 26; the International Tennis Tournament at Geneva in August; the Golf and Tennis Championship at Lucerne in August; the Swiss National Fête is celebrated throughout Switzerland on August 1; the International Motor Races at Lucerne, August 8, 9; Carnival and Fête at Zurich on August 31; International Wireless Telegraphy and Cinema Exhibit at Geneva in September.

CZECHO-SLOVAKIA

Travelers in Germany, Switzerland or Italy are afforded numerous routes for continuing their travels to this new political division of Europe with its celebrated Carlsbad and center of industry, Prague.

The Congress of Engineers is being held at Prague, June 27, and from September 2 to 28 at the same city, the International Sample Fair.

ITALY

When the Holy Doors of the Basilica of St. Peter's were opened last Christmas Eve, this being a ceremony which occurs only once every quarter century, a Holy Year began at Rome. Pilgrims are therefore coming to the Eternal City this summer from all parts of the world. On their journeys to and fro they will enjoy many of Italy's attractions, including Naples, the Italian Riviera, Venice, Milan, Florence, and the Italian Lakes. Besides the overland rail tours to Italy there will be Mediterranean cruises this summer, including visits to Gibraltar and the wonders of Spain.

The fifth International Sample Fair will be held in Naples in September and the International Art Exhibition at Venice in October.

Cantilever Stores

Cut this out for reference

Akron—11 Orpheum Arcade (Main & Market)
Albany—Hewett's Silk Shop, 15 N. Pearl St.
Allentown—955 Hamilton St.
Altoona—Bendheim's, 1302-11th Ave.
Arkansas City—Newman Dry Goods Co.
Asbury Park—R. Bowne, 621 Cookman Ave.
Asheville—Pollock's
Atlanta—126 Peachtree Arcade
Atlantic City—2019 Boardwalk (nr. Shelburne)
Augusta, Ga.—Saxon-Cullum Shoe Co.
Baltimore—316 North Charles St.
Bangor—John Conners Shoe Co.
Baton Rouge—Rosenfield's
Binghamton—Parlor City Shoe Co.
Birmingham—319 North 20th St.
Boise—The Falk Merc. Co.
Boston—109 Newbury St. cor. Clarendon St.
Bridgeport—1025 Main St. (2nd floor)
Brockton—Model Shoe Store
Brooklyn—516 Fulton St. (Hanover Place)
Buffalo—641 Main St. (above Chippewa St.)
Butte—Hubert Shoe Co.
Cedar Rapids—The Killian Co.
Charleston, W. Va.—John Lee Shoe Co.
Charlotte—226 North Tryon St.
Chicago—162 N. State St. (3rd floor Butler Bldg.)
Chicago—1050 Leland (near Broadway)
Chicago—6410 Cottage Grove Ave. (Woodlawn)
Cincinnati—The McAlpin Co.
Cleveland—1705 Euclid Ave.
Colorado Springs—Wulff Shoe Co.
Columbus, O.—104 E. Broad St. (at 3rd)
Dallas—Medical Arts Bldg.
Dayton—The Rike-Kumler Co.
Decatur—Raupp & Son
Denver—224 Foster Bldg.
Des Moines—W. L. White Shoe Co.
Detroit—2038 Park Ave. (at Elizabeth St.)
Dubuque—J. F. Stampfer Co.
Duluth—107 West First St. (near 1st Ave., W.)
Elizabeth—258 North Broad St.
Elmira—C. W. O'Shea
Erie—Weschler Co., 910 State St.
Evanston—North Shore Bootery
Evansville—310 So. 3rd St. (near Main)
Fitchburg—W. C. Goodwin, 342 Main St.
Fort Wayne—Mathias App's Sons
Fresno—The Bootery
Grand Rapids—Herpolsheimer Co.
Greensboro, N. C.—Robt. A. Sills Co.
Greenville—Pollock's
Hamilton, Ont.—8 John St., North (cor. King)
Harrisburg—217 No. 2nd St.
Hartford—Trumbull & Church Sts.
Holyoke—Thos. S. Childs, 275 High St.
Hot Springs, Ark.—Rosenthal's
Houston—205 Foster-Bank Commerce Bldg.
Huntington, W. Va.—McMahon-Diehl
Indianapolis—L. S. Ayres & Co.
Ithaca—Rothschild Bros.
Jacksonville, Fla.—24 Hogan St. (opp. Seminole Hotel)
Jersey City—Bennett's, 411 Central Ave.
Johnstown, Pa.—E. Zang
Kalamazoo—The Bell Shoe House
Kansas City, Mo.—300 Altman Bldg.
Kingston, N. Y.—E. T. Stelle & Son
Knoxville—Spence Shoe Co.
Lansing—F. N. Arbaugh Co.
Lawrence, Mass.—Geo. Lord & Son
Lewiston—Lamey-Wellehan, 110 Lisbon St.
Lexington, Ky.—Denton, Ross, Todd Co.
Lima—The Sill Shoe Co.
Lincoln—Mayer Bros. Co.
Little Rock—417 Main St. (Pugh Bldg.)
Long Beach, Cal.—536 Pine Ave.
Los Angeles—728 Hill St.
Louisville—Boston Shoe Co.
Lowell—The Bon Marche
Lynn—Goddard Bros.
Macon—Macon Shoe Co.
Madison, Wis.—Family Shoe Store
Manchester, N. H.—Wm. Marcotte Co.
Mansfield—Brownell Shoe Co.
Marquette—Jacob Rose & Sons
Memphis—28 No. Second St.
Milwaukee—Brouwer Shoe Co.
Minneapolis—25 Eighth St. South
Missoula—Missoula Mercantile Co.
Mobile—E. H. Britton
Montgomery—Campbell Shoe Co.
Montreal—Keefer Bldg. (St. Catherine, W.)
Mount Vernon, N. Y.—A. J. Rice & Co.
Nashville—J. A. Meadors & Sons
Newark—897 Broad St. (Second floor)
New Bedford—Olympia Shoe Shop
New Brunswick, N. J.—A. V. Harding & Sons
New Haven—190 Orange St. (near Court)
New Orleans—109 Baronne St. (Room 200)
New York—14 W. 40th St. (opp. Public Library)
New York—2950 Third Ave. (152nd St.)
New York—13 John St. (Bet. B'way and Nassau)
Norfolk—Ames & Brownley
Oakland—516-15th St. (opp. City Hall)
Omaha—1708 Howard St.
Pasadena—378 E. Colorado St.
Passaic—4 Lexington Ave. (at Erie Depot)
Paterson—18 Hamilton Street (opp. Regent Theatre)
Peoria—105 So. Jefferson St. (Lehmann Bldg.)
Perth Amboy—Jos. Bruck & Son
Philadelphia—1932 Chestnut St.
Pittsburgh—The Rosenbaum Co.
Plainfield—M. C. Van Arsdale
Portland, Me.—Palmer Shoe Co.
Portland, Ore.—353 Alder St.
Poughkeepsie—Louis Schonberger
Providence—The Boston Store
Reading—Sig. S. Schweriner
Richmond, Va.—Seymour Sycle
Roanoke—I. Bachrach Shoe Co.
Rochester—257 Main St. E. (3rd floor)
Rockford—D. J. Stewart & Co.
St. Joseph, Mo.—216 N. 7th (Arcade Bldg.)
St. Louis—516 Arcade Bldg. (opp. P. O.)
St. Paul—43 E. 5th St. (Frederic Hotel)
Sacramento—219 Ochsner Bldg., K near 7th
Saginaw—Goeschel-Kuiper Co.
Salt Lake City—Walker Bros. Co.
San Diego—The Marston Co.
San Francisco—127 Stockton St.
Santa Barbara—Smith's Bootery
Schenectady—445 State St.
Scranton—Lewis & Reilly
Seattle—Baxter & Baxter
Shreveport—Phelps Shoe Co.
Sioux City—The Pelletier Co.
South Bend—Ellsworth Store
Spokane—The Crescent
Springfield, Mass.—Forbes & Wallace
Stamford, Conn.—L. Spelke & Son
Syracuse—121 West Jefferson St.
Tacoma—255 So. 11th St. (Fidelity Trust Bldg.)
Toledo—LaSalle & Koch Co.
Toronto—7 Queen St. East (at Yonge)
Torrington—Bufferd's Shoe Shop
Trenton—H. M. Voorhees & Bro.
Troy—35 Third St. (2nd floor)
Tulsa—Lyon's Shoe Store
Utica—28 & 30 Blandina St., Cor. Union
Vancouver—Hudson's Bay Co.
Waco—Davis-Smith Booterie
Washington—1319 F Street (2nd floor)
Waterville, Me.—N. Hillson & Sons
Wheeling—Geo. R. Taylor Co.
Wichita Falls—Sanderford Booterie
Wilkes-Barre—M. F. Murray
Williamsport—John B. Irvin
Wilmington, Del.—Kennard-Pyle Co.
Winnipeg—Hudson's Bay Co.
Worcester—J. C. MacInnes Co.
Yonkers—22 Main St.
Youngstown—B. McManus Co.

Agencies in 408 other cities

Go to one of the stores above or write the manufacturers, Morse & Burt Co., 414 Willoughby Avenue, Brooklyn, N. Y., for the address of a more conveniently located Cantilever agency.

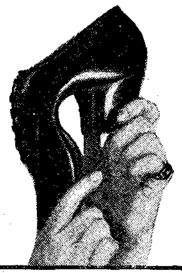
Tell her Now!

SHE faces new duties. Daily tasks by the score that will test her nerves, her strength, her patience—even her love. Will Romance endure? *Tell her* that the answer is in her keeping. That she must keep the gay, smiling spirit of courtship days, as well as the will to meet every demand.

Look at her trousseau! Especially her shoes! Pretty satin slippers and silver brocades . . . Frenchy short vamp pumps . . . high heels and other whims in abundance.

But what of the shoe that is *a friend in need*, today, tomorrow and always. A shoe for which the bride gives prayerful thanks, yes, right from the first day of the honeymoon. A shoe for promenading, sightseeing, shopping, and yet, a shoe that gives grateful rest to feet and nerves during long hours of inactivity in a motor, in a pullman or on board ship. A shoe that gives comfortable support while standing and that responds helpfully when called upon to step along in sprightly fashion (keeping step with *his* tireless brogues.)

Every woman needs at least one pair of comfortable oxfords for walking, housework, shopping and travelling. It would be hard to find a more restful, comfortable and helpful pair of shoes than these flexible, naturally shaped Cantilevers. The reasons for their comfort are at the right.



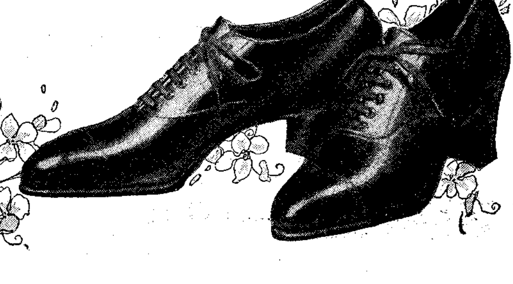
A flexible shoe for your flexible foot

When you lace a Cantilever oxford, the flexible arch curves up to fit the exact undercurve of your foot. This insures buoyant support, a springy step and freedom from arch strain.

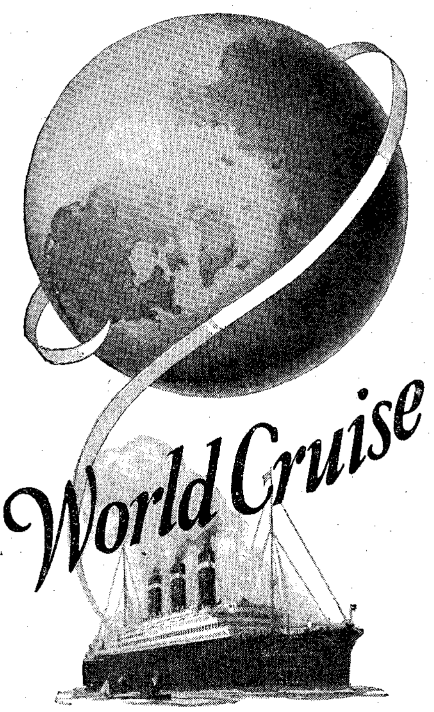
There is no restriction of foot muscles. The flexible shank functions with the foot. Every step you take exercises the foot and builds up its springy strength.

Round toes, natural lines and medium, well set heels all make your feet feel at home and at ease, no matter how long you have to walk or stand. Just try a pair this Summer. You will never want to be without them again.

Cantilever Shoe



Belgenland



Largest and finest liner ever to circle the globe

When the *Belgenland* sails Westward in November she follows balmy weather 'round the world. She moves from one fascinating port to another on a carefully arranged schedule that brings her to each at the height of its activity and charm. A happy opportunity is afforded for convenient stop-overs in Europe for the Spring and early Summer.

The American Express Company, with its intimate knowledge of the foreign countries visited and its complete facilities for most advantageous guidance, cooperates with the Red Star Line to make this a world cruise of extraordinary appeal.

The Belgenland embodies the most advanced thought in ocean travel comfort. Her cuisine, service and general atmosphere are Continental, but she is truly American in her complete provisions for amusements and healthful recreation on broad deck spaces.

132 Days
60 Cities 14 Countries

From New York **November 25, 1925**
Los Angeles - - - **December 11**
San Francisco - - **December 14**
Returning to New York **April 6, 1926**

Write for profusely illustrated booklet which answers every question on world cruises. Address Red Star Line, No 1 Broadway, New York; American Express Company, 65 Broadway, New York, or other offices or agencies of either company.

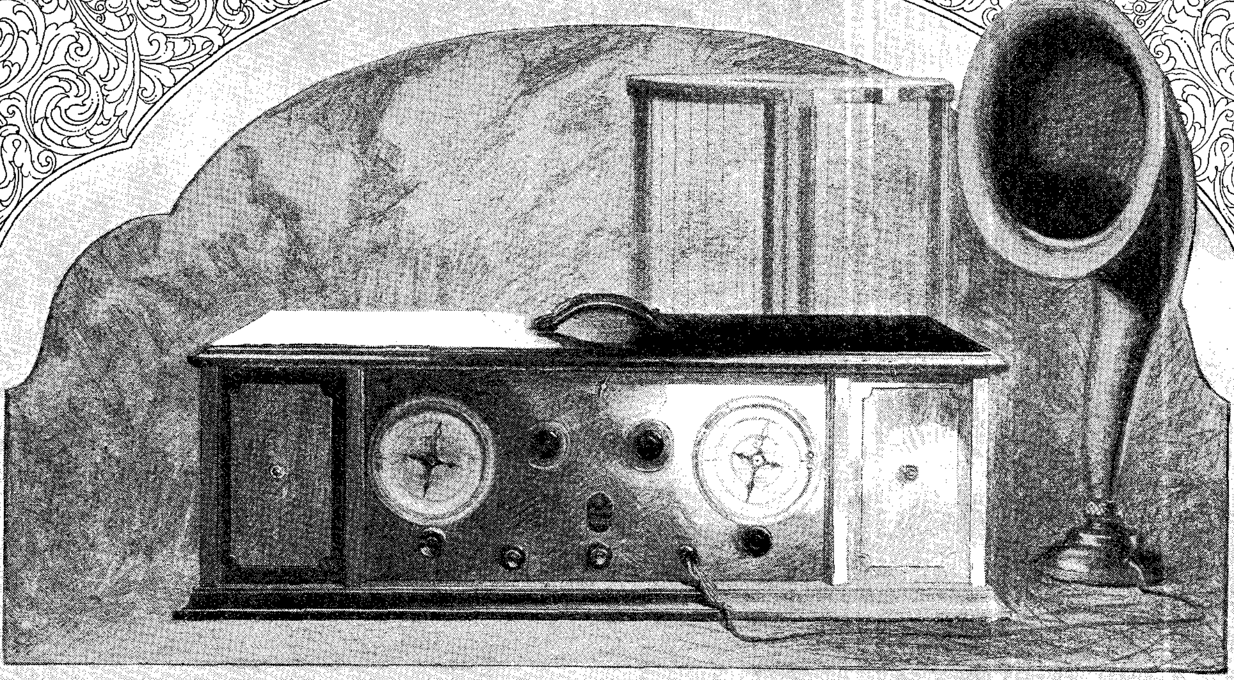
RED STAR LINE
INTERNATIONAL MERCANTILE MARINE COMPANY
In Cooperation with
American Express Company

DIRECTORY OF TRANSATLANTIC STEAMSHIP SERVICES

All rates quoted are minimum. Lack of space prevents listing all ports of call. Time of voyage indicates days between original port of embarkation and final port of destination.

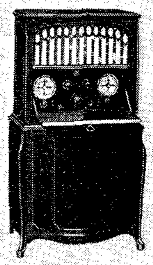
Line and Steamship	*1st-Class Rates*	*Cabin Rates*	*2nd-Class Rates*	*1st-Class Rates*	*Cabin Rates*	*2nd-Class Rates*	*Time*
Anchor Line	New York, Boston—London'ry, Glasgow						
California, etc.	$198.00						8
Assyria, etc.		$130.00					9½
Anchor-Donaldson	Montreal, Quebec—Glasgow, Liverpool						
Athenia		$140.00					8½
Cassandra, etc.		$130.00					10
Atlantic Transport	New York—London, Cherbourg						
Minnetonka, etc.	$210.00						9
Baltic-American Line	New York—Copenhagen			New York—Libau			
Estonia, etc.		$125.00			$132.50		11
Canadian-Pacific	Montreal, Quebec—Liverpool, Belfast, Glasgow, Southampton			Montreal, Quebec—Cherbourg, Antwerp, Hamburg			
Empress of Scotland	$205.00		$135.00	$205.00		$140.00	6
Empress of France	$205.00		$135.00	$205.00		$140.00	6
Montroyal, etc.		$145.00			$150.00		7
Metagama		$140.00			$145.00		7
Marloch, etc.		$135.00			$140.00		8
Cosulich Line	New York, Boston—Naples, Trieste			New York, Boston—Lisbon			
Presidente Wilson	$253.00		$135.00	$253.00		$125.00	15
Martha Washington, etc.	$240.00			$240.00			15
Cunard Line	Montreal, Quebec—British Ports			Montreal, Quebec—Cherbourg			
Antonia, etc.		$145.00			$150.00		9
	New York, Boston—British Ports			New York, Boston—Cherbourg			
Aquitania, etc.	$286.00		$147.50	$286.00		$152.50	6
Mauretania	$280.50		$152.50	$280.50		$152.50	5½
Franconia	$220.00		$135.00				7½
Laconia, etc.	$218.00		$135.00				8
Carmania, etc.		$145.00			$145.00		7
Albania, etc.		$135.00			$140.00		10
Fabre Line	New York, Providence—Palermo, Marseilles, Naples						
Providence, etc.	$256.00		$132.50				22
Canada	$212.50		$132.50				22
Asia, etc.		$140.00					22
French Line	New York—Havre			New York—Vigo, Bordeaux			
Paris	$270.00		$147.50				6
France	$245.00		$142.50				6
De Grasse		$150.00					8
La Savoie, etc.		$140.00					8
Chicago, etc.					$135.00		12
Furness Line	Boston, Halifax—Liverpool						
Digby, etc.		$130.00					
Hamburg-American Line	New York—Hamburg			New York—Southampton			
Deutschland, etc.	$220.00		$145.00	$220.00		$135.00	9
Westphalia, etc.		$145.00					12
Holland-America	New York—Rotterdam			New York—Plymouth			
Rotterdam	$225.50		$140.00	$225.50		$135.00	8
Veendam, etc.	$206.25		$135.00	$206.25		$130.00	8½
Ryndam		$140.00			$135.00		9
Leyland Line	Boston—Liverpool						
Devonian, etc.		$130.00					10
Lloyd-Sabaudo	New York—Naples, Genoa						
Conte Rosso, etc.	$275.00		$150.00				9
National Greek Line	New York—Piraeus, Patras			New York—Constanza, Varna			
Byron, etc.	$200.00		$150.00	$225.00		$165.00	
Navigazione Generale Italiana Line	New York—Naples, Genoa						
Duilio, etc.	$275.00		$150.00				9
Colombo		$155.00					11
North German Lloyd	New York—Bremen			New York—Plymouth			
Columbus	$270.00		$152.50	$270.00		$142.50	8
Stuttgart	$206.25		$140.00	$206.25		$130.00	10
Sierra Ventana		$145.00					10
Bremen, etc.		$140.00					11
Norwegian-America	New York—Oslo (Kristiania)						
Bergensfjord	$187.50		$145.00				9
Stavangerfjord		$150.00					9
Red Star Line	New York—Antwerp			New York—Plymouth			
Belgenland	$242.00		$142.50	$242.00		$137.50	9
Lapland	$212.00		$137.50	$212.00		$132.50	10
Zeeland		$140.00			$135.00		10
Pittsburgh		$150.00			$145.00		10
Royal Mail Line	New York—Southampton			New York—Hamburg			
Orduna, etc.		$145.00			$155.00		9½
Scandinavian-American	New York—Copenhagen						
Frederik VIII	$187.50		$145.00				8
Oscar II, etc.		$145.00					9
Spanish Royal Mail	New York—Cadiz, Barcelona						
Manuel Calvo, etc.	$157.50		$129.50				
Swedish-American	New York—Gothenburg						
Drottningholm, etc.		$150.00					8½
Transatlantica-Italiana	New York—Naples, Genoa, Palermo			New York—Lisbon, Madeira			
Dante Alighieri	$247.00		$132.50	$150.00		$125.00	11
Giuseppe Verdi	$255.00		$132.50	$150.00		$125.00	11
United American Lines	New York—Hamburg			New York—Southampton			
Reliance, etc.	$225.50		$145.00	$225.50		$135.00	8½
Cleveland		$150.00			$140.00		10
Mount Clay		$140.00			$130.00(Cobh)		12
United States Lines	New York—Queenstown, Southampton			New York—Cherbourg			
Leviathan	$290.00		$147.50	$290.00		$152.50	6
George Washington	$231.00		$136.25	$231.00		$141.25	8
President Harding, etc.	$209.00			$209.00			
America, etc.		$145.00			$150.00		
Republic		$140.00			$145.00		10
White Star Line	New York, Boston—British Ports			New York, Boston—Cherbourg			
Majestic	$290.00		$147.50	$290.00		$152.50	5½
Olympic	$286.00		$147.50	$286.00		$152.50	6
Homeric	$270.00		$142.50	$270.00		$147.50	7
Adriatic	$226.00		$135.00				8
Baltic, etc.	$215.00		$135.00				8
Arabic		$140.00			$145.00		11
White Star-Dominion	Montreal, Quebec—Liverpool						
Megantic, etc.		$145.00					8
Canada		$130.00					8

DRURY COLLEGE LIBRARY
Springfield, Missouri



Radiola Super-Heterodyne

Leadership in Radio



Radiola Super VIII—
the famous Super-Heterodyne in a stately cabinet with a fine loudspeaker built in. It is complete as it stands—needs no connections to anything—brings in distance at the turn of the knob. Its fame is not only for its big performance but for its simplicity and its *tone quality*.

The nation looks to the Radio Corporation of America not only for the production of ever better Radiolas and the development of Radiotrons; not only for advances in international radio telegraphy and country-wide radio broadcasting; but for an honesty of statement that shall pierce the fog of radio claims and counter-claims with conservative promise and confidence-building performance.

Radio Corporation of America

233 Broadway
New York

10 So. La Salle Street
Chicago, Ill.

28 Geary Street
San Francisco, Cal.

Radiola
REG. U.S. PAT. OFF.
PRODUCED ONLY BY RCA

"Finders keepers, losers weepers"

too often comes true when you lose your pocket money

Anyone who has lost money out of pocket will tell you *how true* it is. And if you want to insult the loser, just ask him if he *ever* got it back.

If, on the other hand, he was carrying his money in travelers cheques he will probably say: "I'll get it back. You see, *it was in travelers cheques.*"

The loss of money is a serious matter, *unless it was in travelers cheques*—

American Express Travelers Cheques

—the safest and most serviceable form of money for pocket use at home or abroad

Easy to obtain, easy to use—spendable anywhere—acceptable everywhere.

Far Better than your own personal cheques, which so often require identification. The American Express Co. is one of the best and most widely known financial and commercial institutions in the world. Its credit is never questioned. Its travelers cheques represent its credit.

Your personal signature, twice, upon these cheques, once when you purchase them, again when you spend them, insures the safety of the money you invest in them. If lost or stolen you simply report to the nearest American Express office and your loss has immediate attention.

Besides, to carriers of American Express Travelers Cheques is extended the helpful personal service of experienced and locally well-known men in more than 26,700 Express offices in the United States and Canada, as well as everywhere abroad.

They come in $10, $20, $50 and $100 cheques, bound in a small, handy wallet. Ask your banker about them. They cost 75c per $100

FOR SALE AT 22,000 BANKS AND EXPRESS OFFICES

Secure your steamship tickets, hotel reservations and itineraries; or plan your cruise or tour through American Express Travel Department.

American Express Travelers Cheques

DIRECTORY OF TRANSPACIFIC STEAMSHIP SERVICES

Line	*From*	*To*
American Oriental Mail Line	Seattle & Victoria	Yokohama, Kobe, Shanghai, Hongkong, Manila
Canadian Australian Royal Mail SS. Line	Vancouver & Victoria	Honolulu, Suva (Fiji), Auckland, N. Z., Sydney, Aus.
Canadian Pacific	Vancouver & Victoria	Yokohama, Kobe, Nagasaki, Shanghai, Hongkong, Manila
Dollar SS. Line	San Francisco & Los Angeles	Honolulu, Kobe, Shanghai, Hongkong, Manila
Los Angeles SS. Co.	Los Angeles	Honolulu
Matson Nav. Co.	San Francisco & Seattle	Honolulu, Hilo, Kahului
Nippon Yusen Kaisha	Seattle & Vancouver	Yokohama, Kobe, Nagasaki, Shanghai, Manila, Hongkong
Oceanic SS. Co.	San Francisco	Pango Pango (Samoa), Sydney
Toyo Kisen Kaisha	Los Angeles & San Francisco	Honolulu, Yokohama, Kobe, Shanghai, Nagasaki, Hongkong, Manila
Union SS. Co. of N. Z.	San Francisco	Papeete (Tahiti), Rarotonga (Cook Islands), Wellington (N. Z.), Sydney

Minimum Rates—First Class	
Honolulu	$ 90.00
	110.00
	125.00
	135.00
Yokohama	300.00
Kobe	311.00
Nagasaki	334.00
Shanghai	346.00
Manila	375.00
Hongkong	375.00
Pango Pango	225.00
Auckland	270.00
Wellington	270.00
Sydney	330.00
Tahiti	168.75
Rarotonga	195.00

DIRECTORY OF "STUDENT," "TEACHER," ETC., THIRD CABIN EUROPEAN TOURS

Rates range from $155 up according to line and port of destination.

BALTIC AMERICAN LINE

Date	*Steamer*	*Leave From*
June 9	Lituania	New York
July 2	Estonia	New York

CANADIAN PACIFIC

July 1	Minnedosa	Montreal
July 3	Montclare	Montreal

CUNARD & ANCHOR LINES

June 17	Berengaria	New York
June 20	Laconia	New York
June 24	Mauretania	New York
June 27	Carmania	New York
	Andania	New York
	California	New York
July 1	Aquitania	New York
July 8	Berengaria	New York
July 8	Caronia	New York
July 18	Cameronia	New York
August 5	Berengaria	New York
August 15	Laconia	New York
August 26	Berengaria	New York
June 19	Athenia	Montreal
June 27	Ausonia	Montreal
July 3	Letitia	Montreal

FRENCH LINE

The Third Cabin of the steamers De Grasse, La Savoie and Rochambeau are reserved for these tours up to and including sailings in October.

HOLLAND AMERICA LINE

June 20	Volendam	New York
June 27	New Amsterdam	New York

NAVIGAZIONE GENERALE ITALIANA

June 30	Colombo	New York

NORTH GERMAN LLOYD

June 13	Sierra Ventana	New York
June 25	Bremen	New York
June 30	Muenchen	New York

UNITED AMERICAN LINES

in conjunction with

HAMBURG AMERICAN LINE

A section is being reserved in the Third Cabin of their steamers especially to accommodate students and teachers so that these tourists will in effect occupy a separate part of the ship.

UNITED STATES LINES

Tourist Third Cabin is set apart from the regular third class and reserved exclusively for teachers, students, artists, professional people and American tourists. Vessels include Leviathan, George Washington, President Roosevelt, Republic.

INTERNATIONAL MERCANTILE MARINE COMPANY

Atlantic Transport—Red Star—White Star Lines

June 27 July 18 August 15	Homeric	New York
June 18 July 16	Pittsburgh	New York
June 25	Belgenland	New York
June 27 July 25 August 22	Minnekahda	New York
July 3	Majestic	New York
July 8	Canopic	New York

ROYAL MAIL STEAM PACKET COMPANY

June 13 July 11 August 8	Orbita	New York
June 20 July 18	Orca	New York
July 2 July 30	Ohio	New York
June 27 July 25	Orduna	New York

DIRECTORY OF SPECIAL CRUISES

Line or Agency	*Ship*	*Date*	*No. Days*	*To*	*No. Persons*	*Rates*
Canadian Pacific	Emp. of Scotland	Dec. 3	129	Round the World	400	$1,750.00 up
Frank C. Clark	Lancastria	July 1	53	Mediterranean—Norway	700	550.00 up
Dollar S. S. Co.		Fortnightly	112	Round the World	100	1,250.00 up
I. M. M. (Red Star)	Belgenland	Nov. 25	131	Round the World	400	2,000.00 up
Norwegian America	Stavangerfjord	July 10	42	Norway	400	490.00 up
Raymond & Whitcomb	Oronsay	June 27	53	Mediterranean	500	675.00 up
	Franconia	June 30	37	Scandinavia	400	725.00 up
	Carinthia	Oct. 10	149	Round the World	400	2,000.00 up
United American Lines	Resolute	Oct. 24	102	Round the World		1,500.00 up

(List of 1926 Winter Cruises operated and managed American Express Co., Canadian Pacific, Frank C. Clark, Thos. Cook & Sons, Cunard and Anchor Lines, Frank Tourist Co., Holland-America Line, Raymond & Whitcomb Co., Red Star Line, Royal Mail S. P. Co., United American Lines and White Star Line will appear in our Winter Travel Issue.)

In this month of gift choosing and giving—See Eversharp and Wahl Pen

THE flowering of the early June brides brings notice that we are already knee deep in the year's first great season of events and anniversaries.

This is a gift buying month!

Not only are the ministers active but even now the institutions of learning are loosing upon the world, the bold, masterful graduates and the sweet girl graduates.

When the invitation or announcement appears in your morning's mail, what do you expect to do?

Seriously, the best possible thing is to choose the nearest of the thirty thousand Eversharp dealers.

Go to his store.

Select an Eversharp, Wahl Pen, or an Eversharp, Wahl Pen Combination. Have the salesman put your purchase in one of those handsome silk-lined gift boxes—and everything is over but the pleasure.

You are justified in feeling perfectly satisfied with yourself. No one could have done better.

Eversharp and Wahl Pen are the products of the foremost manufacturer of fine writing equipment.

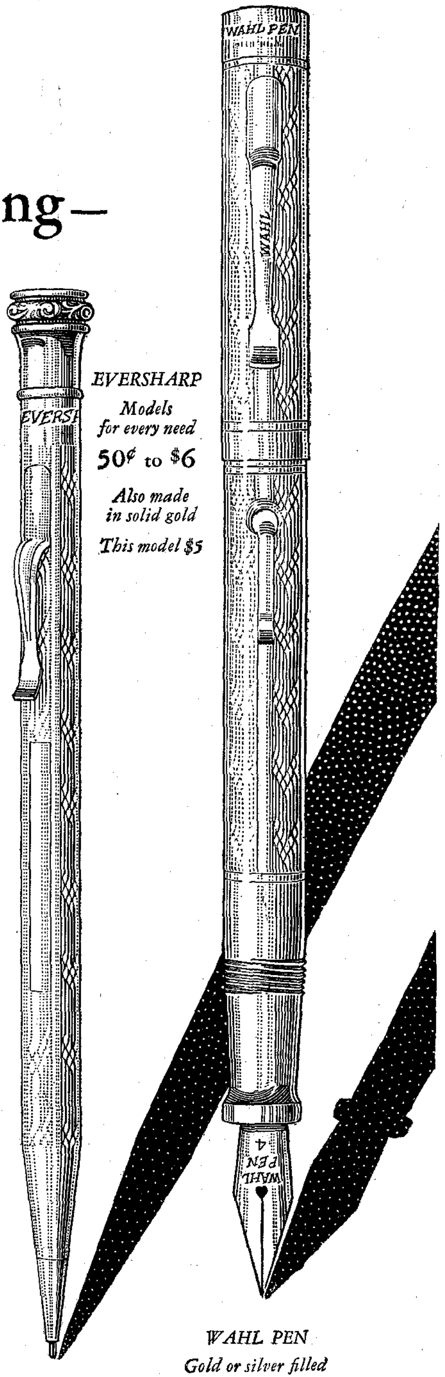
They have beauty to carry a heart full of sentiment.

They are useful, which signifies your thoughtfulness.

Their precious metal construction insures that they will wear well—for remembrance.

The qualities which have made Eversharp and Wahl Pen the world's standard writing instruments are the qualities that make them the first and best thought for all gift occasions.

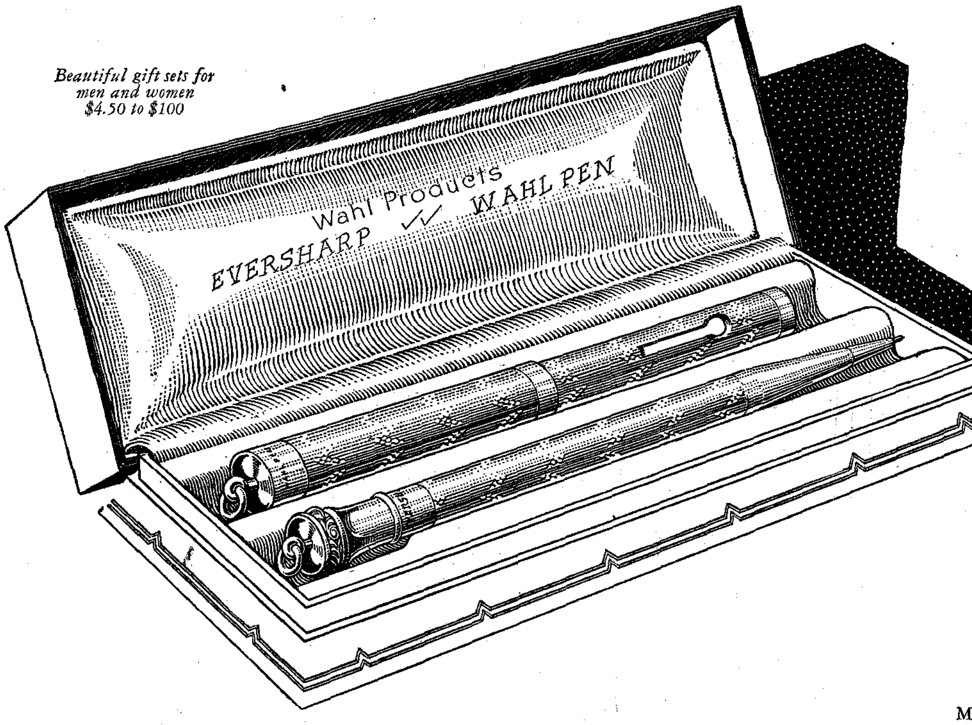
Prices to suit your purse and the situation.



EVERSHARP
Models for every need
50¢ to $6
Also made in solid gold
This model $5

WAHL PEN
Gold or silver filled or sterling
$3 to $10
Also made in solid gold
This model $8

Beautiful gift sets for men and women
$4.50 to $100



Wahl Eversharp and Wahl Pen
Made in U. S. A. by The Wahl Co., Chicago
Made in Canada by The Wahl Co., Ltd., Toronto
Prices same in Canada as U. S.

The New WAHL EVERSHARP
PERFECTED
and WAHL PEN

Santa Fe

you and your family can visit the scenic regions of the West at very low cost this summer

daily Xcursions via the Santa Fe

to California Colorado • New Mexico • Arizona Rockies and the National Parks

dates of sale

To California, New Mexico and Arizona, May 15 to Sept. 30

To other points June 1 to Sept. 30. Return limit Oct. 31, 1925

Stopovers where and when you please

Fred Harvey serves all the meals - "all the way" via the Santa Fe • The Grand Canyon Line

just mail this

Mr. W. J. Black, Pass. Traf. Mgr.
Santa Fe System Lines
1219 Railway Exchange, Chicago
Please mail to me the following Santa Fe Booklets
"*California Picture Book*," "*Grand Canyon Outings*," "*California Limited*."
Also details as to cost of trip.

GLIMPSES OF SUMMER PLAYGROUNDS—*Continued*

VOYAGES, SEABOARD, INSULAR, ESTUARY

For those unable to cross either the Atlantic or the Pacific Ocean, but who crave a salt-water trip, there are the following voyages.

Ports	*Sailings*	*Lines*
Boston & Yarmouth, N. S.	6 weekly	Bos & Yar SS. Co.
Boston, Eastport, Lubec & St. John, N. B.	2 weekly	East. S.S. Lines
Boston, Bar Harbor, Blue Hill & Bangor	Daily	East. S.S. Lines
Boston, Bath & Gardiner	4 weekly	East. S.S. Lines
Boston & Portland	Daily	East. S.S. Lines
Boston, Halifax and St. John's, N. F.	10 Days	Munson Line
New York, Newport, Fall River & Boston via Fall River	Daily	Fall River Line
New York & Boston via Cape Cod Canal	Daily	East. S.S. Lines
New York, New Bedford, Martha's Vineyard and Nantucket	Daily	New Bedford Line
New York & Boston via Providence	Daily	Colonial Line
New York & Boston via Providence	Daily	Bay State Line
New York, Halifax & St. John's, N. F.	Weekly	Red Cross Line
New York, Halifax & Quebec	4 cruises	Furness Bermuda
New York & Norfolk	Daily	Old Dominion Line
New York & Savannah	3 weekly	Savannah Line
New York, Charleston & Jacksonville, Miami	3 weekly	Clyde Line
New York, Key West & Galveston	Weekly	Mallory Line
New York & New Orleans	Weekly	So. Pac. S.S. Line
Philadelphia, Savannah & Jacksonville	2 weekly	Mer. & Miners
Baltimore, Old Point Comfort, Norfolk	Daily	Chesapeake Line
Baltimore, West Point, Richmond (via rail)	Daily	Chesapeake Line
Baltimore, Portsmouth, Norfolk	Daily	Old Bay Line
Baltimore & Norfolk	4 weekly	Mer. & Miners
Baltimore, Savannah & Jacksonville	2 weekly	Mer. & Miners
Washington & Norfolk	Daily	Norfolk & Wash.
Savannah & Jacksonville	4 weekly	Mer. & Miners

INSULAR, CANAL ZONE, CALIFORNIA

Boston, Havana, Costa Rica, Canal Zone	Weekly	United Fruit Co.
New York to Bermuda	2 weekly	Furness-Bermuda
New York, Nassau & Antilla	Fortnightly	Munson Line
New York to Havana	Weekly	United Fruit Co.
New York to Havana	Weekly	Ward Line
New York to Havana	Fortnightly	Panama Pac. Line
New York to Havana	Fortnightly	Dollar S.S. Line
New York to Havana	Monthly	Pac. St. Nav. Co.
New York to Porto Rico	Semi-weekly	N. Y. & P. Rico
New York, Kingston (Jamaica), Canal Zone and Colombia	Weekly	United Fruit Co.
New York, Santiago (Cuba), Kingston (Jamaica) and Central American Ports	Fortnightly	United Fruit Co.
New York, Havana, Canal Zone, Costa Rica	Weekly	United Fruit Co.
New Orleans, Havana, Canal Zone, Panama	Weekly	United Fruit Co.
New Orleans, British Honduras, Guatemala	Weekly	United Fruit Co.
New Orleans, Havana, Canal Zone, Costa Rica, Honduras	Weekly	United Fruit Co.
New York, Granada, Trinidad and Demerara	Fortnightly	Trinidad Line
New York, Virgin Islands, British and French West Indies	Fortnightly	Quebec S.S. Co.
New York, Havana, Canal Zone, Los Angeles, San Francisco	Fortnightly	Panama Pac. Line
New York, Havana, Canal Zone, Los Angeles, San Francisco (and Around the World)	Fortnightly	Dollar S.S. Line
New York, Canal Zone, Central American and Mexican Ports, Los Angeles & San Francisco	Ev. 3 weeks	Pac. Mail S.S. Co.

PACIFIC COASTWISE

Vancouver and Alaskan Ports	Weekly	Can. Pacific S.S.
Vancouver, Queen Charlotte Islands, Prince Rupert	Fortnightly	Can. National S.S. Service
Vancouver and Alaskan Ports	Weekly	Can. National S.S.
Vancouver, Victoria, Seattle	Daily	Can. Pacific S.S.
Seattle, Victoria, Portland, Astoria and San Francisco, Los Angeles and San Diego	2 weekly	Admiral Line
Seattle and Alaskan Ports	Weekly	Admiral Line
Seattle and Alaskan Ports	Weekly	Alaska S.S. Co.
San Francisco, Los Angeles, San Diego	4 ti. weekly	Los Angeles S.S.
Los Angeles Harbor & Santa Catalina Island	Daily	Wilmington Tr.
San Francisco, Los Angeles and New York		(See above table)

PLAYGROUNDS OF NEW YORK STATE

The Empire State contains within its boundaries an empire of vacation attractions, including seashore, river, mountain and lake playgrounds. The most distant is not more than an overnight trip from the Metropolis. The City of New York itself is a magnet for summer tourists from all parts of the country. Its Zoological and Botanical Gardens, its Natural History and Art Museums, its sky-penetrating structures, famous shops and theaters provide an ample variety of interest, while it is the gateway for the many Long Island beaches and numerous fresh- and salt-water excursions.

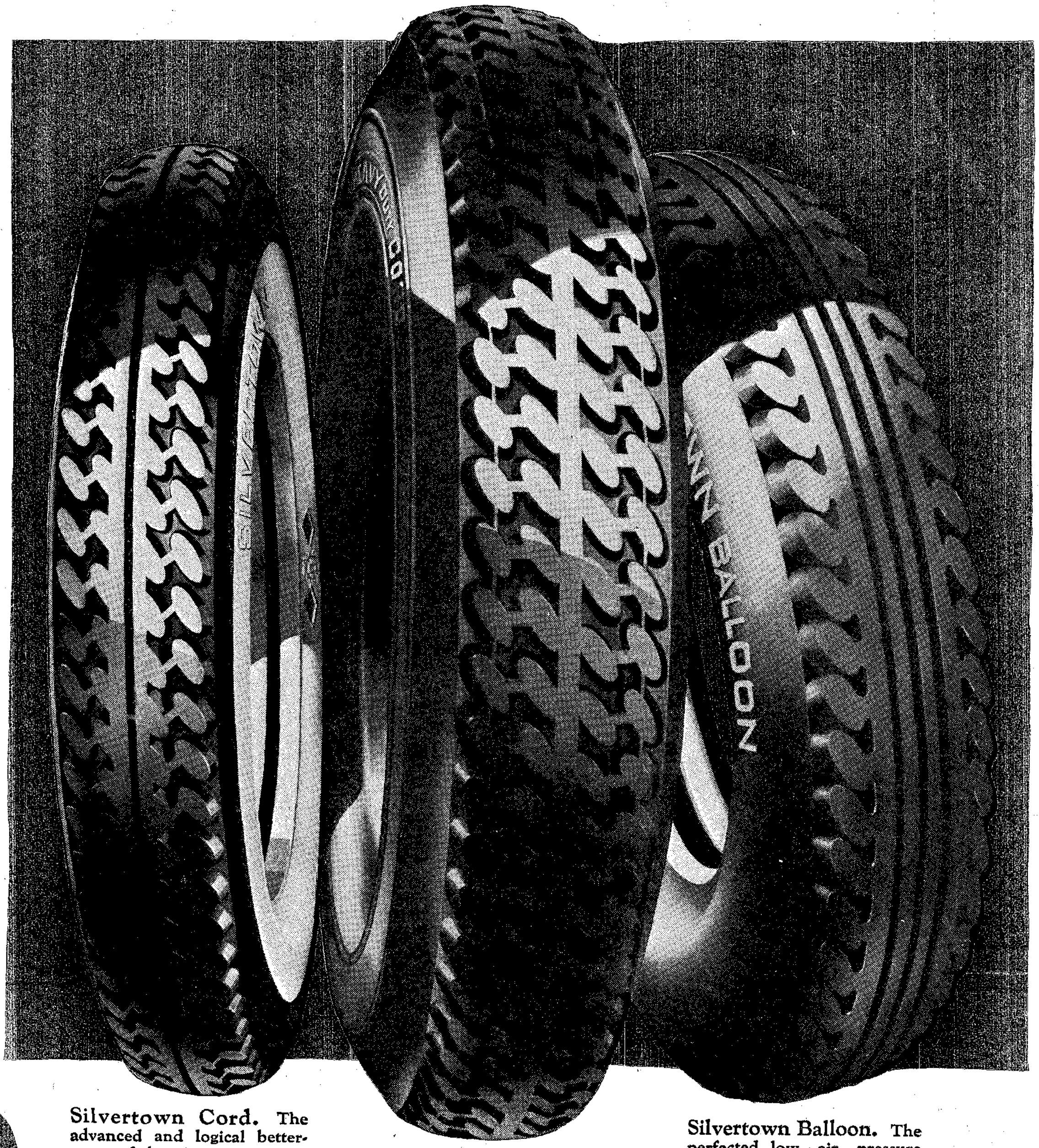
LONG ISLAND

Along the four hundred miles of its shore-line, Long Island provides waterside vacations and summer homes for thousands of residents and visitors not only from New York, but as well from distant parts of the country. In the interior, also, are famous estates, fifty well-known golf clubs and many miles of motor roads. The south, or ocean shore, contains an almost unending series of beaches and bays, including the Rockaways, Long Beach, Great South Bay, The Hamptons, including Southampton, social headquarters of the Atlantic coast. On the north shore are numerous picturesque bays and wooded bluffs. At Great Neck, Manhasset, Oyster Bay, Northport and Setauket are attractive summer homes. The eastern end of the island contains the island archipelago in Gardiner's Bay and Block Island Sound, with Greenport and Sag Harbor, its gateways. The rail gateway to all Long Island points is the Long Island Railroad, the western terminus of which is the Pennsylvania Station, New York.

THE HUDSON AND THE CATSKILLS

From its meeting with the sea to the head of Navigation at Troy, nearly every mile of the Hudson River has its human association and scenic charm. It is the river of history, the pathway of early settlers, the battle objective of armies. Along its banks stand the manor houses of some of our earliest men of note. It has its own school of art and of letters. From the basaltic cliffs of the Palisades, under the shelter of which anchored Henry Hudson's *Half Moon*, to the majestic Highlands, the Catskill Mountain perspectives and the green-clad islands of the upper reaches, nature has given it constant variety. West of the Hudson's shores stretch a succession of mountains including the Ramapos, containing large areas of the Palisades Interstate Park, with Bear Mountain its river gateway; the Shawangunks, with celebrated Lake Mohonk, reached from Highland opposite Poughkeepsie via Huguenot New Paltz; the Catskill range itself with its 576,120-acre State Park, Ashokan and Gilboa Reservoirs, contributing to New York's water supply. Westward of the Catskills is the land of James Fenimore Cooper with its charming Cooperstown and Otsego Lake; the Neversink Valley; Delaware Mountains; the Highlands of Wayne County and the Susquehanna Valley.

Access: Daily daylight trips between New York and Albany, with calls at Yonkers, Indian Point, Bear Mountain, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill and Hudson, are provided by the fleet of the Hudson River Day Line, including the spacious *Washington Irving*, *Hendrick Hudson*, *Alexander Hamilton*, *Robert Fulton*, *DeWitt Clinton*, *Chauncey M. Depew* and *Albany*. Overnight trips between New York, Albany and Troy are made by the four steamers of the Hudson Navigation Company. Paralleling the eastern shore is the Hudson Division of the New York Central, while on or near the western shore from Weehawken to Albany is the River Division of the same system, each line being connected by the great new cantilever bridge across the river twelve miles south of Albany. Kingston and Catskill are gateways to the Catskills. From the former extends the Ulster and Delaware rail route to Phœnicia, Kaaterskill, Hunter, Stamford and Oneonta with connections for Cooperstown. Cooperstown is reached also by the Delaware and Hudson System, and from Herkimer on the New York Central via electric railway. From Catskill



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Silvertown Bus and Commercial. A rugged, pneumatic tire, made expressly for commercial car and bus service.

Silvertown Balloon. The perfected low-air-pressure tire, a product of Goodrich knowledge and research.

3 Silvertowns

To provide a tire of highest quality to serve the broad field of motor transportation, Goodrich manufactures three Silvertowns: Balloon Cords—Standard Cords—and Heavy Duty Cords.

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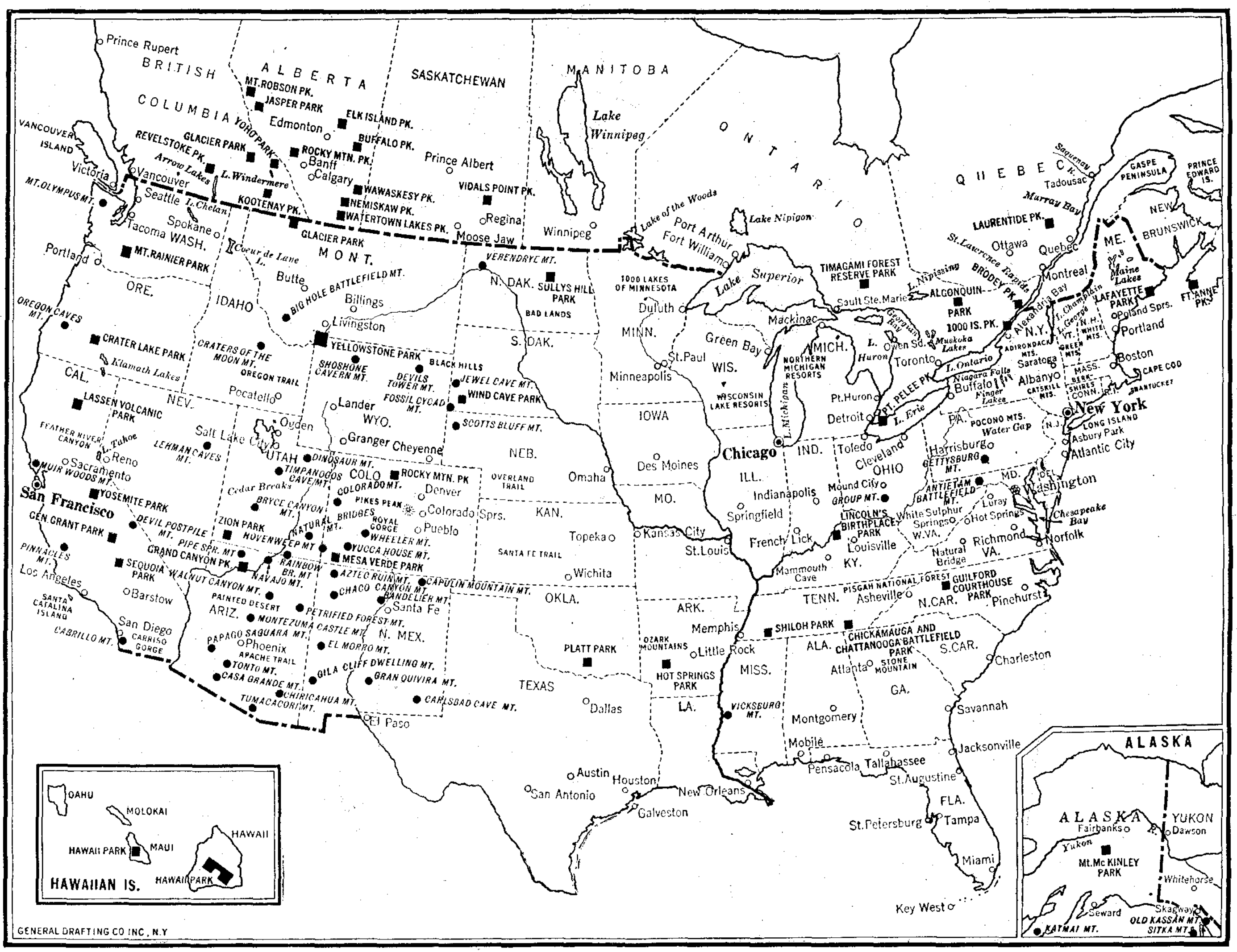
Goodrich SILVERTOWNS


Prince Rupert
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
ONTARIO
QUEBEC
MT. ROBSON PK.
JASPER PARK
ELK ISLAND PK.
Edmonton
BUFFALO PK.
YOHO PARK
GLACIER PARK
REVELSTOKE PK.
ROCKY MTN. PK.
Banff
Calgary
Arrow Lakes
L. Windermere
Prince Albert
VIDALS POINT PK.
VANCOUVER ISLAND
Victoria
Vancouver
MT. OLYMPUS MT.
Seattle
L. Chelan
KOOTENAY PK.
WAWASKESY PK.
NEMISKAW PK.
WATERTOWN LAKES PK.
Regina
Moose Jaw
Winnipeg
Lake Winnipeg
Lake of the Woods
Port Arthur
Fort William
Lake Nipigon
Spokane
Tacoma
WASH.
Portland
MT. RAINIER PARK
Coeur de Lane L.
GLACIER PARK
MONT.
VERENDRYE MT.
Butte
BIG HOLE BATTLEFIELD MT.
Billings
Livingston
N. DAK.
SULLYS HILL PARK
BAD LANDS
1000 LAKES OF MINNESOTA
Duluth
Lake Superior
ORE.
OREGON CAVES MT.
IDAHO
CRATER LAKE PARK
CRATERS OF THE MOON MT.
Klamath Lakes
YELLOWSTONE PARK
SHOSHONE CAVERN MT.
BLACK HILLS
JEWEL CAVE MT.
DEVILS TOWER MT.
WIND CAVE PARK
S. DAK.
OREGON TRAIL
CAL.
LASSEN VOLCANIC PARK
NEV.
Pocatello
Lander
FOSSIL CYCAD MT.
WYO.
SCOTTS BLUFF MT.
FEATHER RIVER CANYON
L. Tahoe
Reno
LEHMAN CAVES MT.
Salt Lake City
Ogden
Granger
Cheyenne
Sacramento
MUIR WOODS MT.
UTAH
DINOSAUR MT.
TIMPANOGOS CAVE MT.
COLO.
ROCKY MTN. PK.
COLORADO MT.
Denver
NEB.
OVERLAND TRAIL
Omaha
San Francisco
YOSEMITE PARK
Cedar Breaks
BRYCE CANYON MT.
PIKES PEAK
Colorado Sprs.
KAN.
GEN. GRANT PARK
DEVIL POSTPILE MT.
ZION PARK
NATURAL BRIDGES MT.
ROYAL GORGE
Pueblo
PIPE SPR. MT.
HOVENWEEP MT.
WHEELER MT.
Topeka
PINNACLES MT.
GRAND CANYON PK.
YUCCA HOUSE MT.
SANTA FE TRAIL
SEQUOIA PARK
RAINBOW BR. MT.
MESA VERDE PARK
Wichita
Los Angeles
WALNUT CANYON MT.
NAVAJO MT.
AZTEC RUIN MT.
CAPULIN MOUNTAIN MT.
CHACO CANYON MT.
BANDELIER MT.
Santa Fe
OKLA.
SANTA CATALINA ISLAND
Barstow
PAINTED DESERT
PETRIFIED FOREST MT.
ARIZ.
MONTEZUMA CASTLE MT.
N. MEX.
San Diego
CARRISO GORGE
CABRILLO MT.
PAPAGO SAGUARA MT.
Phoenix
EL MORRO MT.
APACHE TRAIL
TONTO MT.
GILA CLIFF DWELLING MT.
CASA GRANDE MT.
GRAN QUIVIRA MT.
CHIRICAHUA MT.
TUMACACORI MT.
CARLSBAD CAVE MT.
El Paso
TEXAS
PLATT PARK
OZARK MOUNTAINS
HOT SPRINGS PARK
Dallas
Austin
Houston
San Antonio
Galveston
New Orleans
MINN.
St. Paul
Minneapolis
WIS.
WISCONSIN LAKE RESORTS
Green Bay
IOWA
Des Moines
MO.
Kansas City
St. Louis
ARK.
Memphis
Little Rock
MISS.
LA.
VICKSBURG MT.
Chicago
ILL.
IND.
Indianapolis
Springfield
Lake Michigan
MICH.
NORTHERN MICHIGAN RESORTS
Mackinac
Georgian Bay
L. Huron
Pt. Huron
Detroit
PT. PELEE PK.
L. Erie
Toledo
Cleveland
OHIO
Mound City GROUP MT.
LINCOLN'S BIRTHPLACE PARK
Louisville
KY.
French Lick
Mammoth Cave
TENN.
SHILOH PARK
CHICKAMAUGA AND CHATTANOOGA BATTLEFIELD PARK
PISGAH NATIONAL FOREST
GUILFORD COURTHOUSE PARK
Asheville
N. CAR.
Pinehurst
ALA.
Atlanta
STONE MOUNTAIN
GA.
S. CAR.
Charleston
Savannah
Montgomery
Mobile
Pensacola
Tallahassee
Jacksonville
St. Augustine
FLA.
Tampa
St. Petersburg
Miami
Key West
TIMAGAMI FOREST RESERVE PARK
Sault Ste. Marie
L. Nipissing
ALGONQUIN PARK
1000 IS. PK.
Muskoka Lakes
Toronto
L. Ontario
Niagara Falls
Buffalo
Finger Lakes
Ottawa
Montreal
Quebec
LAURENTIDE PK.
St. Lawrence Rapids
Saguenay R.
Murray Bay
Tadousac
GASPE PENINSULA
PRINCE EDWARD IS.
NEW BRUNSWICK
ME.
Maine Lakes
LAFAYETTE PARK
FT. ANNE PK.
Poland Sprs.
Portland
N.Y.
ADIRONDACK MTS.
Saratoga
L. Champlain
Albany
CATSKILL MTS.
VT.
N.H.
WHITE MTS.
GREEN MTS.
MASS.
BERKSHIRES
CONN.
Boston
CAPE COD
NANTUCKET
New York
LONG ISLAND
Asbury Park
Atlantic City
PA.
POCONO MTS.
Water Gap
N.J.
Harrisburg
GETTYSBURG MT.
ANTIETAM BATTLEFIELD MT.
MD.
DEL.
Washington
Luray
White Sulphur Springs
Hot Springs
W. VA.
Natural Bridge
VA.
Richmond
Chesapeake Bay
Norfolk
OAHU
MOLOKAI
MAUI
HAWAII
HAWAII PARK
HAWAIIAN IS.
ALASKA
YUKON
Fairbanks
Dawson
Yukon
MT. Mc KINLEY PARK
Whitehorse
Skagway
Seward
OLD KASSAN MT.
SITKA MT.
KATMAI MT.
GENERAL DRAFTING CO. INC., N.Y.

MAP OF AMERICA'S SUMMER PLAYGROUNDS

Showing the location of National Parks (squares), National Monuments (circles), and other vacation regions.

northern and eastern resorts are reached by motor transportation. Delaware and Susquehanna watershed regions are accessible by the New York, Ontario and Western route.

SARATOGA, LAKE GEORGE LAKE CHAMPLAIN

Traveling northward from tidewater on the Hudson the tourist comes upon other regions which figured prominently in the early chapters of American history, and are also of exceptional natural beauty. First comes Saratoga Springs. The fame of its waters was first established by the Iroquois. A half century ago it was our most aristocratic spa. To-day its springs are under control of the State and plans are being perfected to install scientific equipment and medical specialists in order to develop Saratoga into an American Kissingen, which it is believed will be visited by thousands for the medicinal and curative properties of its waters. At Saratoga begin the famous battle-fields of northern New York. Between it and Schuylerville was fought the Battle of Saratoga, the scenes of which are now marked by granite monuments.

From here northward to Fort Edward, Glens Falls, Lake George, Lake Champlain and the Richelieu River to its confluence with the St. Lawrence is the bloody pathway which witnessed three tides of conflict in which the French, British and Continental forces engaged. Here battled armies at Bloody Pond; Fort William Henry; Fort Ticonderoga, alternately held by Indians, French, British and Americans, its priceless relics still carefully preserved; Fort St. Frederic, with some walls still remaining, and the scene of the desperate naval conflict between British and American fleets on Cumberland Bay.

To-day we may sail peacefully over the waters of Lake George and feast our eyes upon the infinite natural beauty of its forest-clad mountains, its innumerable wooded islands and winding bays, and pass over the broad expanse of Lake Champlain where mountain, island and bay are perhaps less intimate but none the less captivating.

Access: The rail and lake lines of the Delaware and Hudson System make it possible to leave Albany in the morning and traverse this historic pathway during daylight hours. The train passing through Saratoga connects with the Lake George steamer at Lake George station. At Baldwin, the portage between the foot of Lake George and Montcalm Landing on Lake Champlain, is traversed by rail. Thence the Champlain steamer sails northward to Plattsburg, where the train is resumed to Montreal. Among Lake George resorts are Lake George Village, Kaatskill Bay, Bolton, Pearl Point, Silver Bay, Hague and Baldwin. Summering places on Lake Champlain include Crown Point, Port Henry, Westport, Essex, Port Kent, Burlington (Vt.), Bluff Point, Cliff Haven and Plattsburg.

ADIRONDACKS AND THOUSAND ISLANDS

The recreation possibilities of the great North Woods were discovered in 1857 by a party of philosopher campers, including Emerson, Lowell and Agassiz. Since that day famous men including Stevenson, Clemens, Trudeau, Cleveland, McKinley and Roosevelt have followed in their footsteps. Now thousands journey thither for health and recreation among the mountains, lakes and rivers, 10,000 square miles of which New York has acquired as a forest preserve.

The favorite Adirondack resorts cluster about the charming lakes, including Old Forge and the Fulton Chain, a canoeists' paradise; Raquette Lake, "Queen of Adirondack Waterways"; Blue Mountain Lake, over which towers Blue Mountain; Long Lake, one carry distant from Raquette; Tupper Lake, of fishing fame; Saranac, nature's sanitarium; St. Regis Lake with famous Paul Smith's; Lake Placid in the very heart of the most popular Adirondack playgrounds; Schroon, winding among the mountains, and Loon, the Chateaugay of the far north. On the eastern edge of the Adirondack region is that famous natural wonder, Ausable Chasm, and in the south-eastern corner idyllic Lake Luzerne.

West of the Adirondacks is the fairyland of the St. Lawrence, the Thousand Islands, rendezvous during the summer months for white yachts and glistening motor-boats at Clayton and at Alexandria Bay.

Access: Two rail systems penetrate the Adirondack region. The Delaware and Hudson rail and Lake Champlain steamers provide routes to the eastern and northern points through the North Creek, Ticonderoga, Port Henry, Westport, Port Kent, Plattsburg, Saranac and Lake Placid approaches. The Adirondack Division of the New York Central Railroad skirts the western and northwestern regions, including Fulton Chain, Old Forge, Raquette Lake, Long Lake West, Tupper, Saranac and Loon Lake.

IN THE FINGER LAKES COUNTRY

In mid-western New York between picturesque hills stretch north and south six parallel bodies of water, designated the Finger Lakes. They include east to west: Skaneateles, Owasco, Cayuga, Seneca, Keuka and Canandaigua. The largest is Seneca Lake, 36 miles long and having a maximum depth of 618 feet. Near-by the shores of these lakes nature has provided impressive creations, such as the Enfield Glen near Ithaca; Taughannock Falls, fifty feet higher than Niagara, near Trumansburg; Watkins Glen, a marvel of erosion at the foot of Seneca Lake. At Watkins, too, are the Glen Springs, an American Nauheim, famous for the curative qualities of its waters and as well a delightful vacation resort. Several parts of the Finger

WAGES

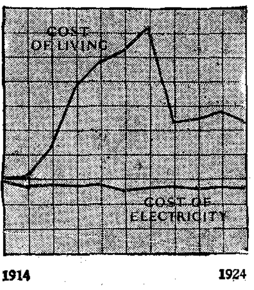
A COOLIE works ten or twelve hours a day. If he carries all he can, he moves *one* ton *one* mile in *one* day. For that, he receives twenty cents. "Cheap labor," you say.

Not cheap labor. Not at all. For in America, we move *one* ton *one* mile for less than *one* cent.

The coolie laborer receives small wages and accomplishes little. The American workman is well paid and accomplishes much. For he is, in fact, a foreman. Under his direction are powerful workers, electric motors and automatic conveyors, which do all the heavy labor for him.

America has in its service as much electrical energy as the rest of the world combined. And, through the efficiency of the electric light and power companies, the cost of this electrical energy has been kept amazingly low. (See the little chart.)

Plenty of electricity and cheap electricity—these are two great advantages which America enjoys over the rest of the world. They help to explain why we can have our high wages, our quantity production and our low costs.



Every year sees a great advance in the use of electricity by railroad men and by the managers of industries, for these men know that electricity cuts costs. Are you taking full advantage of its economies in your home, your office, and your shop? Each new discovery of uses for motors and other products made by the General Electric Company means more comfort and more economy for somebody.

GENERAL ELECTRIC

JUNE

FOR ARTISTS, LOVERS, ROMANCES

To roam in realms romantic! To dwell in halls gigantic! That is the stuff of which epics are made....Browse about Quebec in June. The only walled city in America. Medieval moats and battlements. Cannon fired in 1745. Relics of Wolfe, Montcalm, Montgomery. Behold America's oldest inhabited house, still lived in by the Famille Herbert, twelfth generation. Explore America's oldest streets, still lined by their original houses.... Nowhere in America such a place. For, the French of Quebec still cling to the France they left 3 centuries ago ....Nowhere in America, such a hostelry.

For, on the rock, a great baronial castle flings up its towers and turrets. Its outlook, an empire. Its mission, hospitality. Yes—romancers all—this is Chateau Frontenac....It is wise to reserve early. Canadian Pacific, 344 Madison Ave. at 44th St., New York; 71 East Jackson Blvd., Chicago; or Chateau Frontenac, Quebec, Canada.

CHATEAU FRONTENAC
BIENVENUE À QUEBEC

GLIMPSES OF SUMMER PLAYGROUNDS—*Continued*

Lakes country are now preserved as State Parks.

Access: Rail gateways on the north include Skaneateles, Auburn, Geneva and Canandaigua on the Auburn Road of the New York Central System and on the south Ithaca on the Lehigh Valley and Lackawanna Systems; Watkins on divisions of the Pennsylvania, Lehigh Valley and New York Central, and Hammondsport reached from Bath on the Erie Railroad.

More than 400 miles of motor roads, 150 miles being lake shore drives, intersect the region, including the Wolf, Bear, Beaver, Turtle, Snipe, Deer, Heron and Hawk Trails, extending north and south, and connecting at the northern and southern ends of the lakes with New York State through east and west highways.

NIAGARA FALLS

The Empire State's greatest cataract, and one of the greatest in the world, which she shares with Canada, is the destination of visitors from all parts of the world. Over a precipice 165 feet high pours the outflow from the westward lakes in a mighty volume of 300,000,000 cubic feet of water each day. Whether viewed from the top, or beneath from the Cave of the Winds, or the *Maid of the Mist*, the Falls are among the greatest scenic spectacles of the world, while almost equally remarkable are the Whirlpool Rapids of the Niagara Gorge, as viewed by passengers taking the twenty-two-mile Great Gorge electric car trip.

Access: From all points east or west Niagara Falls is reached directly or through the Buffalo gateway by the New York Central, Michigan Central, Lehigh Valley, Lackawanna, Pennsylvania, Canadian Government Railways Systems and their connecting lines.

SUMMER IN NEW ENGLAND

Each of the five New England States has its individuality of playgrounds, while collectively this corner of our country is dotted with places which generations of Americans have continued to seek for rest, health and play. Their inviting qualities are attested by the fact that since President Timothy Dwight of Yale, perhaps the first tourist, in 1797, rode on horseback up the Connecticut Valley and into the Crawford Notch of the White Mountains, New England has continued to attract more and more summer visitors.

BERKSHIRE AND LITCHFIELD HILLS

Within a few hours' ride by rail from New York there is a region in Western Connecticut and Massachusetts of forest-clad hills, streams and lakes having characteristics similar to the English Lake Country. Throughout this area are many summer homes and estates that typify the best in architecture and landscape gardening. The villages are park-like, their streets shaded by venerable elms, and expressive of the very spirit of New England. On the south are the Litchfield Hills of Connecticut, continuing northward as the Berkshire Hills of Massachusetts. Through both flow the Housatonic River and many tributaries. The Litchfield Hills lie between the valleys of the Naugatuck and Housatonic Rivers. Among their many delightful towns are Ridgefield, once the home of Mark Twain; Roxbury Falls on the Shepaug; New Preston, gateway for Lake Waramaug and Bantam Lake; Litchfield with its historic green and colonial homes; Torrington, birthplace of John Brown; Cornwall, in the gorge of the Housatonic; Norfolk, whose unusual institutions make it a dream town; Goshen, another hilltop village, 1,300 feet above sea-level; Salisbury near the Twin Lakes and Lakeville, a garden spot. Continuing northward across the Massachusetts line and entering the Berkshires a succession of towns are found nestling in the valleys, including Sheffield, its main street under a gothic arch of elms; Great Barrington, noted for its gardens and attractive shops; Stockbridge, with its Indian burial-ground and Indian traditions; Lenox, the social headquarters of the Berkshires; and, northward, the busy city of Pittsfield.

MID AND SOUTH NEW ENGLAND SEASHORE RESORTS

From the Connecticut shore-line to the northern boundary of Massachusetts a series of seaside and island resorts invite those who enjoy salt air and ocean bathing. In Rhode Island are Watch Hill, almost surrounded by water; Narragansett Pier, having a mile-long beach, and Newport, the famous. Across the Massachusetts line, with Buzzards Bay as its beginning, is the Cape Cod country. At no other place on the coast can the vacationist come into more intimate contact with the spirit of the sea. Scores of romances and descriptive books have been written about Cape Cod folk and Cape Cod scenery. A legion of artists have painted its scenery. From Wood's Hole to Cotuit, Hyannis, Yarmouth, Chatham, Eastham, to the Pilgrim Monument at Provincetown and around the north shore to Barnstable, Sandwich and historic Plymouth, the coast is lined with summering places. South of Cape Cod lie two islands dear to those who love the sea, each with quaint surroundings. Nantucket, the haunt of artists and fishermen and those of quiet tastes, and Martha's Vineyard with its old-time flavor mingling with modern homes and excellent motor roads. Its West Chop, Oak Bluffs, Edgartown, West Tisbury, North Tisbury, Chilmark and Gay Head are all connected with highways passing through charming country. North of Boston are famous seaside resorts, including Marblehead, Beverly, Magnolia, Gloucester and Newburyport.

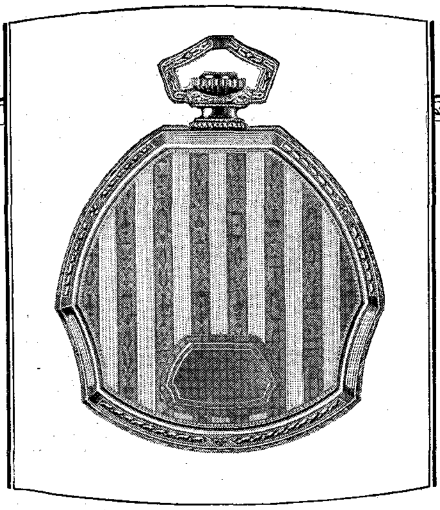
Access: The New Haven system provides rail routes for mainland ocean resorts between the Connecticut line and Boston and the Boston and Maine to seaside towns north of Boston. Newport, Fall River and New Bedford are ports for divisions of the New England Steamship Company (Fall River and New Bedford Lines). The gateway to Martha's Vineyard and Nantucket is from New Bedford by New Bedford, Martha's Vineyard and Nantucket Steamboat Line. Local steamers play between Boston and Plymouth. New York and Boston are joined by the Cape Cod Canal route of the Metropolitan Line (Eastern Steamship Lines).

WHITE MOUNTAIN AND OTHER NEW HAMPSHIRE ATTRACTIONS

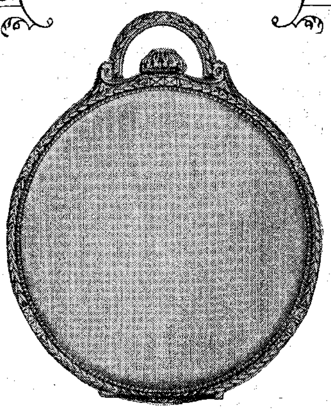
"The Crown of New England" rests upon the White Mountains in northern New Hampshire. This highest summit, Mt. Washington, 6,290 feet above the sea, is in the midst of a vast circle of peaks and valleys occupying 400 square miles. Within the panorama seen from the top are fifteen peaks exceeding elevations of 4,000 feet and twenty-five over 2,500 feet. The region is one of great natural charm, much of it included in the White Mountain National Forest, embracing 986,112 acres. Deep valleys, designated "notches," separate the various mountain groups and determine the location of leading resorts. These notches include the Franconia with its famous Flume and "Old Man of the Mountain," with Bethlehem, Maplewood and Littleton near by; the Crawford Notch, an approach to Bretton Woods, and Fabyan, the point from which the Mt. Washington railway begins; the Pinkham Notch, approached from North Conway, Intervale, Jackson, Gorham, and on the far north, the Dixville Notch with Wentworth, its eastern, and Colebrook, its western, gateways. Golf, motoring, mountain climbing and fishing are favorite pastimes. South of the White Mountain region New Hampshire contains two lake resorts worthy of special note. Winnipesaukee (The Smile of the Great Spirit), island-dotted and surrounded by picturesque hills, presents twenty-one miles of exceptional scenic charm. Alton Bay, Wolfeboro and The Weirs are connected by steamer line. In southwestern New Hampshire Lake Sunapee attracts many summer visitors for its water carnivals, boating and golf.

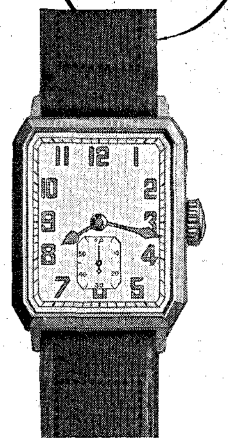
Access: The White Mountain region is reached from Boston via Concord and from New York via

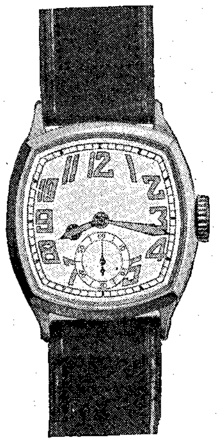
Is your good taste *truly* reflected *by the watch you wear?*



The Triad
A wholly new and exclusive case designed by Wadsworth
Shape Patented







TODAY more than ever before, a watch is recognized as an important mark of its wearer's good taste and prestige. Naturally, these things are first of all reflected in the case.

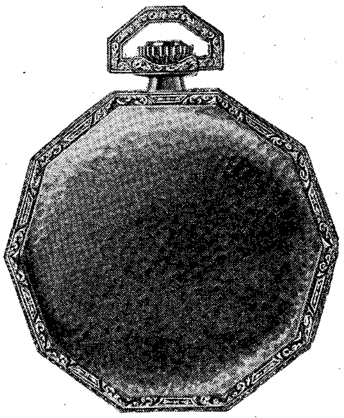
It is the case which determines the degree of pride with which a watch will be worn and consulted in the presence of others, just as it is the movement which determines the degree of timekeeping satisfaction it will return.

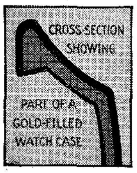
Knowing this, Wadsworth has sought out rare designs from all ages and distant lands and adapted them to the creation of fine watch cases, as illustrated here. Their chief aim has been to make your watch a source of lasting pride and satisfaction, as well as to give sturdy protection to the delicate works which make it go.

So wide-spread and so well recognized has been their influence in watch case design that for more than thirty-five years Wadsworth Cases have been chosen to dress and protect the movements of the leading manufacturers and importers.

The movement your jeweler will recommend to you may therefore be already dressed in a Wadsworth Case. But for your better protection, ask to see the mark of Wadsworth before you make your purchase.

THE WADSWORTH WATCH CASE COMPANY, DAYTON, KY.
Suburb of Cincinnati, Ohio
Case makers for the leading watch movements




CROSS-SECTION SHOWING
PART OF A GOLD-FILLED WATCH CASE

Wadsworth
GOLD FILLED

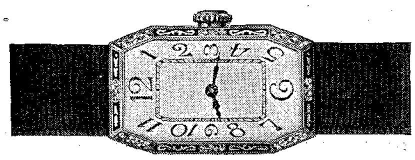
EVERY "Wadsworth Gold Filled" watch case is made by welding together two surfaces of solid gold with a layer of stronger metal between. The fineness and thickness of gold used fully meets the standard of quality recently approved by the U. S. Federal Trade Commission.

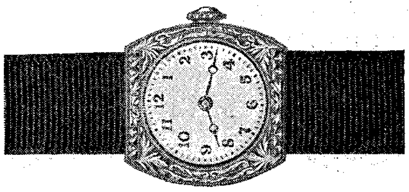
The result is a watch case of moderate price, gold inside and out, but stronger and in every way more satisfactory than a *thin* solid gold case.

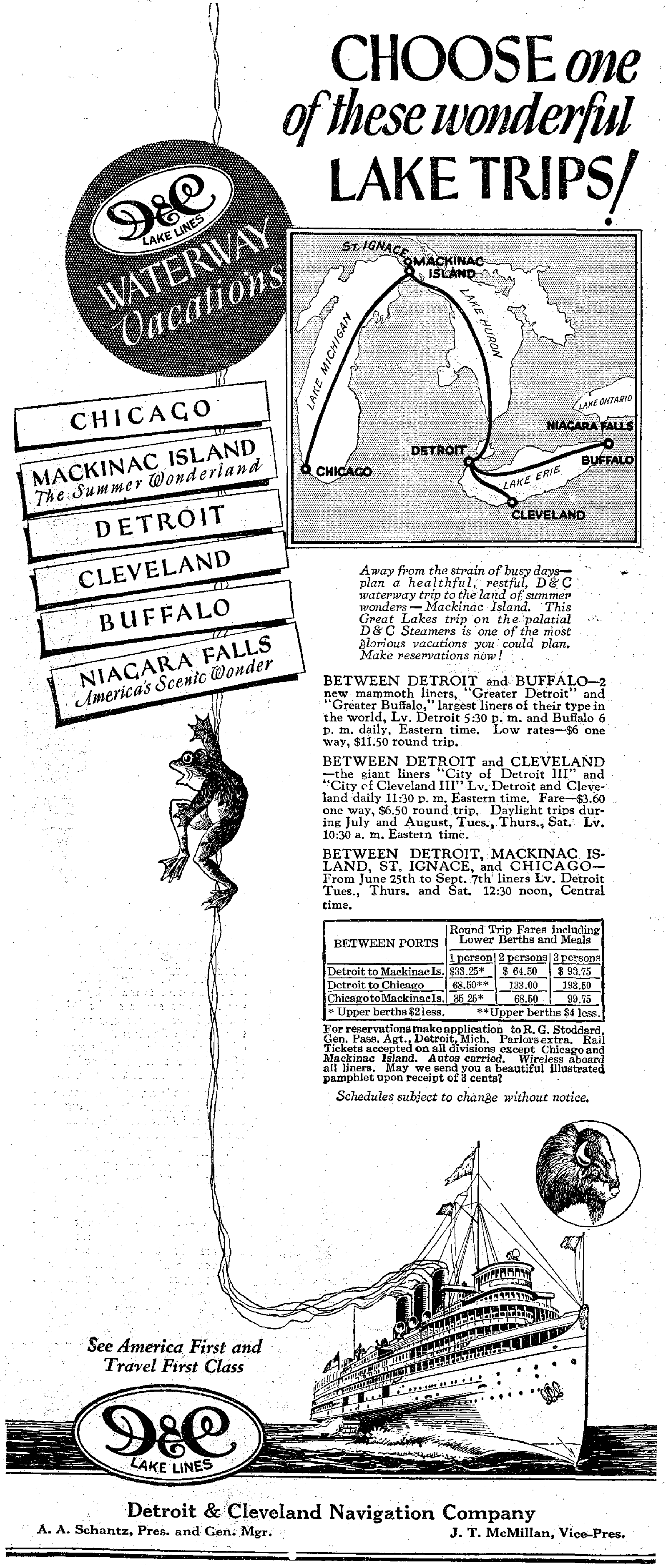
When you buy a watch, therefore, be sure that the mark "Wadsworth Gold Filled" is stamped in the case. You can trust this mark as implicitly as you would the mark "Wadsworth Solid Gold" or "Wadsworth Sterling." For the name "Wadsworth" appears only in watch cases which conform to these three standards of quality approved by the government.

Wadsworth Cases

MAKE WATCHES BEAUTIFUL







CHOOSE *one of these wonderful* LAKE TRIPS!

Away from the strain of busy days—plan a healthful, restful, D&C waterway trip to the land of summer wonders—Mackinac Island. This Great Lakes trip on the palatial D&C Steamers is one of the most glorious vacations you could plan. Make reservations now!

BETWEEN DETROIT and BUFFALO—2 new mammoth liners, "Greater Detroit" and "Greater Buffalo," largest liners of their type in the world, Lv. Detroit 5:30 p. m. and Buffalo 6 p. m. daily, Eastern time. Low rates—$6 one way, $11.50 round trip.

BETWEEN DETROIT and CLEVELAND—the giant liners "City of Detroit III" and "City of Cleveland III" Lv. Detroit and Cleveland daily 11:30 p. m. Eastern time. Fare—$3.60 one way, $6.50 round trip. Daylight trips during July and August, Tues., Thurs., Sat. Lv. 10:30 a. m. Eastern time.

BETWEEN DETROIT, MACKINAC ISLAND, ST. IGNACE, and CHICAGO—From June 25th to Sept. 7th liners Lv. Detroit Tues., Thurs. and Sat. 12:30 noon, Central time.

BETWEEN PORTS	Round Trip Fares including Lower Berths and Meals		
	1 person	2 persons	3 persons
Detroit to Mackinac Is.	$33.25*	$ 64.50	$ 93.75
Detroit to Chicago	68.50**	133.00	193.50
Chicago to Mackinac Is.	35 25*	68.50	99.75

* Upper berths $2 less. **Upper berths $4 less.

For reservations make application to R. G. Stoddard, Gen. Pass. Agt., Detroit, Mich. Parlors extra. Rail Tickets accepted on all divisions except Chicago and Mackinac Island. Autos carried. Wireless aboard all liners. May we send you a beautiful illustrated pamphlet upon receipt of 3 cents?

Schedules subject to change without notice.

See America First and Travel First Class

D&C LAKE LINES

Detroit & Cleveland Navigation Company

A. A. Schantz, Pres. and Gen. Mgr. J. T. McMillan, Vice-Pres.

GLIMPSES OF SUMMER PLAYGROUNDS—*Continued*

Springfield by the Boston and Maine system. Lake Winnipesaukee lies on the rail route between Boston and the White Mountains. Lake Sunapee is approached from Springfield via Claremont Junction and from Boston via Concord.

MAINE THE VARIED

Vacation land in The Pine Tree State includes innumerable inland waterways, mountains reaching an altitude of more than 5,000 feet, and some of the most picturesque coast scenery on the continent. So deeply and continuously indented is the Maine coast that it has a total shore-line of more than 2,480 miles, while sprinkled along this ocean border are 1,300 islands. Inland there are more than 5,000 rivers and streams and 2,500 lakes. Vast interior areas provide ideal attractions for the sportsman, while along the ocean are many summer colonies. Of fresh-water playgrounds the Penobscot, more than 300 miles in length; the Kennebec flowing from the great Moosehead Lake; the Androscoggin, rising in the Rangley Lakes watershed, are rivers widely favored by summer visitors. Maine's lakes are famous. Moosehead, with Mt. Kineo its headquarters, is the largest of New England lakes and the five Rangleys are famous for their fishing and camping attractions. Other popular lake resorts include Sebago, the Songo River Chain; the Oxford County Lakes and the Androscoggin and Belgrade Chains. North of Portland is beautiful Sebago Lake and east of it Poland Springs. Among the favorite seaside resorts are Eastport; Machias; select Bar Harbor; Rockland; Monhegan Island; Pemaquid; Boothbay Harbor; Bath; Casco Bay resorts; Old Orchard; York and Kittery. On Mt. Desert Island the Government has established the Lafayette National Park. It was here that Champlain, sailing from De Mont's first colony at the mouth of the St. Croix, made his first landing on what is now United States soil, and named the island "Isle des Monts Deserts." The Park commands expansive seascapes, and its deep gorges, indentations and flora are attracting each year an increasing number of visitors.

Access: Ocean routes to Maine include the Boston and Portland; Boston and Kennebec; Boston and Bangor; and International Line of the Eastern Steamship Lines, while the rail systems serving the State include the Boston and Maine, Maine Central, Bangor and Aroostook, and divisions of the Canadian Pacific and Canadian National Railways. Lafayette National Park is reached by Mt. Desert Ferry on Maine Central System.

VACATIONS IN VERMONT

With the Connecticut River on its eastern border, Lake Champlain on the west, the Green Mountains bisecting its center, some four hundred lakes and innumerable streams flowing from each side of the great central divide, Vermont is richly blest with natural attractions. Add to these charms towns and hamlets peopled by those, who, since the Revolution, have upheld the highest American ideals, and we have the setting for many of the most delightful playgrounds in New England. A network of well-kept roads makes them accessible. Fishing, motoring, boating and golf are favorite forms of recreation, and there is the famous Long Trail, maintained by the Green Mountain Club, a forest pathway extending from the Massachusetts line to Canada along the entire skyline of the Green Mountain range, a hiker's paradise. Among many vacation centers are:—Bennington, with its impressive Battle Monument; Brattleboro, the first permanent settlement; Manchester, overlooking a mountain panorama; Bellows Falls on the Connecticut; Windsor, with its Old Constitution House; Rutland, in the heart of the mountains; Woodstock, long favorite with vacationists; Waterbury, from which leads the State Road through Smuggler's Notch, and up to the summit of Mt. Mansfield, Vermont's highest peak; Montpelier, whose State House contains interesting relics; St. Johnsbury, a gateway to the White Mountains; Vergennes, off which Commodore MacDonough defeated the British in the naval engagement of 1814; Burlington, an important Lake Champlain port and inviting city; Plymouth, near which is the birthplace of President Coolidge; Isle LaMotte, site of the French fort of 1666, and the other charming islands of Lake Champlain; Newport on the southern shore of Lake Memphremagog.

Access: The rail routes from the south include those of the Boston and Maine connecting with the Central Vermont System; also the Rutland Railroad. From the north the Rutland and Central Vermont enter the State, while Burlington is a port of call for the through Lake Champlain steamers between Montcalm Landing and Plattsburg.

MID-ATLANTIC AND ALLEGHANY PLAYGROUNDS

South of New York State, within short journeys from New York, Philadelphia or Washington, are seashore, mountain and inland waterway resorts of wide popularity. Extending northward from The Land of the Sky in Western North Carolina, they are found in such great numbers that we can mention here only some of the foremost.

THE NEW JERSEY BEACHES extending in almost unbroken succession from Sandy Hook to Cape May include Seabright, Monmouth, Long Branch, Elberon, Deal, Asbury Park, Ocean Grove, Avon-by-the-Sea, Belmar, Como, Spring Lake, Sea Girt, Barnegat, the premier of all—Atlantic City, Ocean City, Avalon and Wildwood. In common they all have excellent bathing facilities, boardwalks and hotel accommodations meeting vacation budgets of various sizes. Rail routes include those of either the Pennsylvania, Central Railroad of New Jersey or Reading Systems, while the water gateway from New York is via Central Railroad of New Jersey steamers to Atlantic Highlands, thence by rail.

IN THE POCONO MOUNTAINS are numerous resorts, including Mt. Pocono and Buck Hill Falls, reached by the Lackawanna Railroad.

THE MOUNTAIN GORGES, known as the Delaware Water Gap, with its adjacent Shawnee Golf Club on the Delaware River, and Mauch Chunk, a deep cleft through which flows the Lehigh River, are among our oldest Eastern resorts. The former is reached by the Lackawanna and Central Railroad of New Jersey systems; the latter is on the line of the Lehigh Valley Railroad.

BALTIMORE AND WASHINGTON are each points of departure for Chesapeake Bay trips listed elsewhere, and the Nation's Capitol is a source of interest to tourists the year round. From New York both cities are reached by the Pennsylvania and Baltimore and Ohio Systems.

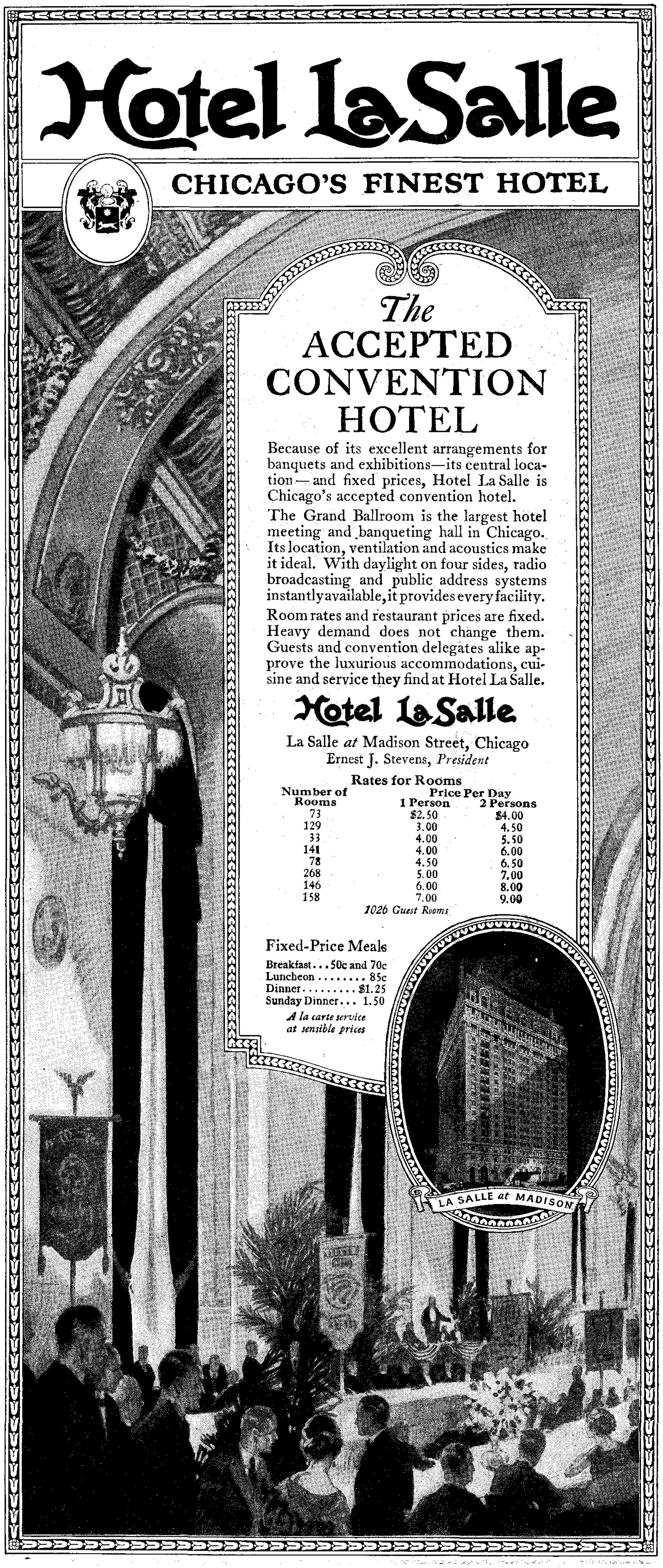
LURAY CAVERNS AND THE GROTTOES in the Valley of Virginia, each disclose some of the most fascinating subterranean marvels of the continent. These caverns are on the Norfolk and Western System.

GETTYSBURG BATTLEFIELD, one of our National Monuments, preserves the scenes of the Civil War's most terrible struggle. Granite monuments mark the action of this historic ground. It is reached by the Western Maryland and Reading Systems.

THE NATURAL BRIDGE in Virginia, once owned by Jefferson, is a natural wonder that has attracted generations of visitors. It is reached by the Chesapeake and Ohio and Norfolk and Western Systems.

VIRGINIA SPRINGS, including the Hot Springs of Virginia and its neighboring White Sulphur Springs of West Virginia with their mountain surroundings, golf, horse-back riding, etc., are among our long-favored playgrounds. Each is reached by the Chesapeake and Ohio System.

THE LAND OF THE SKY, altho far



Hotel LaSalle

CHICAGO'S FINEST HOTEL

The ACCEPTED CONVENTION HOTEL

Because of its excellent arrangements for banquets and exhibitions—its central location—and fixed prices, Hotel La Salle is Chicago's accepted convention hotel.

The Grand Ballroom is the largest hotel meeting and banqueting hall in Chicago. Its location, ventilation and acoustics make it ideal. With daylight on four sides, radio broadcasting and public address systems instantly available, it provides every facility.

Room rates and restaurant prices are fixed. Heavy demand does not change them. Guests and convention delegates alike approve the luxurious accommodations, cuisine and service they find at Hotel La Salle.

Hotel LaSalle

La Salle *at* Madison Street, Chicago
Ernest J. Stevens, *President*

Rates for Rooms

Number of Rooms	Price Per Day 1 Person	Price Per Day 2 Persons
73	$2.50	$4.00
129	3.00	4.50
33	4.00	5.50
141	4.00	6.00
78	4.50	6.50
268	5.00	7.00
146	6.00	8.00
158	7.00	9.00

1026 Guest Rooms

Fixed-Price Meals

Breakfast	50c and 70c
Luncheon	85c
Dinner	$1.25
Sunday Dinner	1.50

A la carte service at sensible prices

LA SALLE *at* MADISON

GREAT NORTHERN

"See America First"

The olden story that is ever new. Told in the low-pitched solemn baritone of Blackfeet chief. To the musical accompaniment of some nearby flashing waterfall. Attentive the listeners — one to the Indian love legend of the long ago — and the other? Well, what is moon magic in the mountains for, anyhow?

When Moonbeams Kiss the Mountains in

Glacier

NATIONAL PARK

Open June 15 to Sept. 15

ARRANGE your trip to this paradise spot so that you will be here while the moon is at its full. Then hypnotic new beauty, wholly different from the gorgeousness of daytime, will jewel these friendly mountains.

And by day you will hike or ride horseback. You will clamber up to mile-high observation ledges. You will fish in snow-fed streams and deep mountain lakes. You will ride in comfortable motor busses and motor launches. You will camp out. Or you will just relax or loaf luxuriously on the broad verandas of famed Glacier Park hotels and rustic chalets.

The Northwest

Via the New Oriental Limited

This brand new, all-steel, wonder train, of unique features and service, runs direct between Chicago, Seattle, Tacoma and Portland via Glacier National Park and Spokane. You see high peaks from low passes — only 60 miles of Great Northern main line are above 4,000 feet; longest cinderless mileage of any railroad in the Northwest — 1,100 miles behind giant, oil-burning locomotives.

Arrange for Glacier Park stopoff—an all-expense-paid tour of 1 to 7 days or longer—or a Glacier Yellowstone circuit tour; and, before or after Glacier Park, take the free side trip to Vancouver from Seattle. See Victoria, Lake Chelan, Rainier and Crater Lake National Parks on your way to or from Alaska, California or The Orient. Special open top observation cars this summer eastbound and westbound through the mountain regions.

For free books and information, apply any ticket or tourist agent, any Great Northern Railway office, or A. J. Dickinson, Passenger Traffic Mgr., St. Paul, Minn.

Ask about Burlington Escorted Tours

GREAT NORTHERN

Route of the New Oriental Limited

Finest Train to Pacific Northwest—No Extra Fare

GLIMPSES OF SUMMER PLAY-GROUNDS—*Continued*

south, because of its high altitudes has a cool and delightful summer climate, and is yearly growing in popularity with summer visitors. Charming Asheville on the Southern Railway is the gateway.

ON AND ABOUT THE GREAT LAKES

Nowhere else in the world are voyages over inland fresh-water seas of greater distance or charm than those provided in diversity by the American Great Lakes. Their popularity as water links in travel between the East and West is due to the comfort of their cool breezes and the interesting places that line their shores. Naturally, along these shores are found pleasurable summer resorts. Passenger service is so well provided for and divided by the various well-managed lines, that it is possible to obtain frequent sailings on well-appointed steamers for all important ports between Buffalo, Chicago and Duluth, while Lake Ontario has its individual transportation system serving United States and Canadian ports.

Great Lakes voyages provide refreshing breaks in long journeys from Eastern points to the West or vice versa, enabling the tourist to substitute one or more comfortable nights' rest for sleeping-car discomforts. This summer, owing to the rapidly increasing popularity of these cool water trips, there will be available increased steamer accommodations.

Two great new passenger steamers, the *Greater Detroit* and *Greater Buffalo*, the largest on inland waters, will be operated by the Detroit and Cleveland Navigation Company in the overnight trips between Buffalo and Detroit. These vessels, 550 feet long and 100 feet beam, accommodate 1,500 first-class passengers, each having actually a greater number of first-class rooms than the steamship *Leviathan*. A new division of this line has been established between Detroit and Chicago via Mackinac Island.

The great *Seeandbee*, flagship of the Cleveland and Buffalo Transit Company's fleet, will provide for 1,500 passengers on each sailing between these cities, and there will be increased service this season by other vessels of this line.

The well-appointed steamships *Tionesta*, *Juniata* and *Octorara* of the Great Lakes Transit fleet will sail over the long route between Buffalo and Duluth.

The popular one-week cruises of the Chicago, Duluth and Georgian Bay Transit Company between Chicago and Buffalo will be continued by their steamships *North American* and *South American*.

The Goodrich Transit Company has taken over the Graham and Morton lines radiating from Chicago to Wisconsin and Michigan ports. The Canadian Government Railways Northern Navigation Company fleet and the Canadian Pacific's Great Lakes steamships will sail between Ontario ports and Port Arthur and Fort William. Elsewhere we give a table of these and other important routes.

LAKE ONTARIO

Altho Lake Ontario carries many cargo vessels to and from the other lakes via the Welland Canal, her passenger transportation is confined to her own waters and to the St. Lawrence route originating from her ports. One of the most popular trips on this lake is that from Lewiston to Toronto, the gateway to Muskoka Lakes, Georgian Bay and Highlands of Ontario vacation points. From Toronto begins that fascinating voyage down the St. Lawrence to the Saguenay River described elsewhere in these articles. This city is one of the most progressive and admirable of Canadian municipalities, and its imposing harbor, shops, public buildings and home sections are a source of never-ending interest to the army of summer tourists who pass through this portal. Hamilton, Coburg, Trenton, terminus of the Trent waterway to the Georgian Bay, and historic Kingston are other notable points on the Canadian shore, while the leading South and East United States ports are Charlotte (harbor for Rochester), Oswego, and Sacketts Harbor, New York.

THE LAKE ERIE COUNTRY

Buffalo, at the eastern end of the one-thousand-mile water-highway from Duluth or from Chicago, is a tourist headquarters for routes radiating in all directions. From its harbor passenger steamers sail for Cleveland, Detroit, Mackinac Island, Chicago, Sault Ste. Marie, Duluth and other ports. It is an important gateway to Niagara Falls, the Niagara Gorge, and Lewiston with its steamer service crossing Lake Ontario to Toronto. Eastbound Great Lakes travelers are distributed over its numerous railway systems extending eastward and southward. Besides its busy harbor, receiving and dispatching a huge tonnage, the city itself with its spacious boulevards, well-kept Delaware Park and beautiful homes, offers an enjoyable sightseeing tour.

An overnight sail from Buffalo brings the voyager to Cleveland, an important port whence arrive and depart steamers of forty-five passenger and cargo lines. This city is famed for its superb residential districts, its exquisite parks, boulevards, its modern piers and thirty-million-dollar civic center now nearing completion.

West of Cleveland, near the southern shore of Lake Erie, are a series of famous resorts attracting thousands of summer visitors from Cleveland, Sandusky, Toledo and Detroit. They include Cedar Point, with a spacious bathing beach and large hotels; Lakeside, "the Chautauqua of the Great Lakes"; Put-in-Bay from which island a tall shaft arises commemorating the memorable victory of Commodore Perry in the naval battle off this point.

MICHIGAN PLAYGROUNDS

Michigan, having along her boundaries the shores of four Great Lakes, has numerous waterside playgrounds, and in addition attractive inland regions.

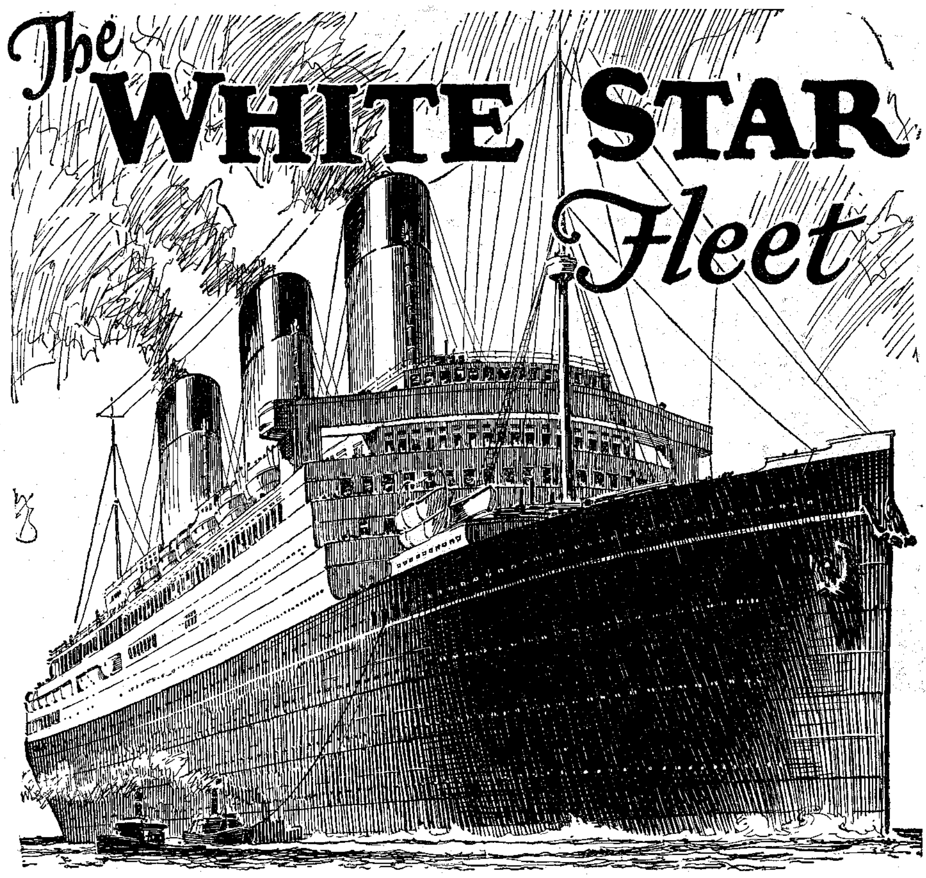
Detroit is an important tourist and summer excursion port. It is a city of unusual interest and worthy of a stop-over for the thirty-mile sightseeing tour within its limits. Its huge automotive factories are a great exposition of American manufacturing genius, and thousands of tourists find a visit to them fascinating. Detroit's parks are monuments of civic accomplishment, and past her water-front steams the vast tonnage to and from the upper and lower lakes.

Lake St. Clair and the St. Clair River resorts provide various attractions, and on the Michigan east coast are other vacation objectives, including Port Huron, opposite Sarnia, Harbor Beach; Bay City; Au Sable; Oscoda; Alpena and Cheboygan. On the opposite side of Lake Huron lies the Georgian Bay region, within Canadian territory, referred to elsewhere.

At the Great Lakes crossroads, the Straits of Mackinac, connecting Huron with Michigan, is incomparable Mackinac Island with natural wonders, superb views and its ancient fort.

The waterside resort regions of the Michigan peninsula stretch along the coasts of each lake but are concentrated on the Lake Michigan coastline from Harbor Springs, Charlevoix, Traverse Bay points, Manistee, Ludington, Muskegon, Grand Haven, Holland, Saugatuck, Benton Harbor and St. Joseph. In the south shore region the dunes are found, those towering ramparts of sand that are as interesting to the artist as to the casual tourist. The West Michigan Pike, Route M-11, forms the motor approach.

The interior lake and forest regions offer



MAJESTIC
World's Largest Ship

Ships aggregating 1,200,000 tons.

. . .

236 passenger sailings this year.

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From New York, Boston, Montreal and Quebec to all principal European ports.

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Complete range in cost and type of accommodation.

. . .

Cabin class rates as low as $135. Second Cabin $132.50. New Tourist Third Cabin, round trip $155 and up.

. . .

Offices in principal cities, agents everywhere at your service.

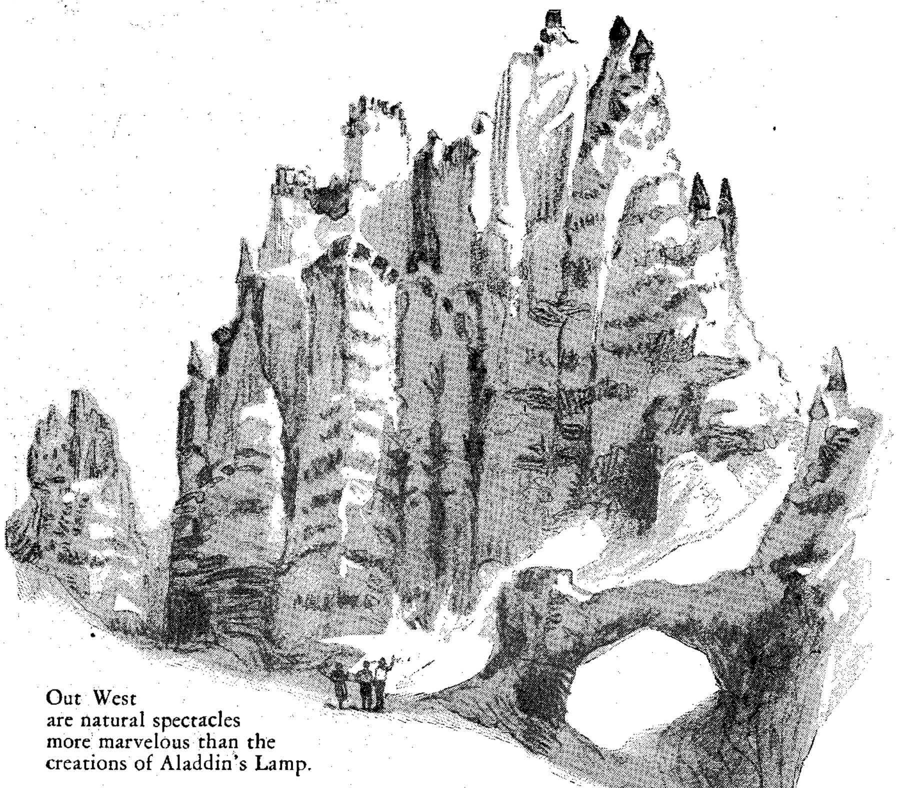
MAKING ready its fleets for the coming tourist season is an important task of the White Star, Red Star and associated lines each Winter and each Spring. Careful maintenance without sparing expense is a fixed policy of these lines.

Some of the ships which have been rendered more attractive this winter are the World's largest ship *Majestic*, the *Olympic* of our channel service, the *Baltic*, *Cedric* and *Celtic* of our Liverpool service, and those spick and span new steamers, the *Minnewaska* and *Minnetonka*, which carry first-class passengers only, direct to London, via Cherbourg.

The reconditioning program has included attention to engine efficiency, enlargement of deck space, additional private bath equipment, interior decorating and many subtle refinements which will appeal to you if you cross aboard our ships this year.

For booklets and full information address the Company's office at New York, Boston, Washington, Baltimore, Philadelphia, Pittsburgh, Cleveland, Detroit, St. Louis, Montreal, New Orleans, Atlanta, Chicago, Minneapolis, Seattle, Los Angeles and San Francisco; our offices elsewhere or any authorized steamship agent.

WHITE STAR LINE
ATLANTIC TRANSPORT LINE • RED STAR LINE
INTERNATIONAL MERCANTILE MARINE COMPANY
No. 1 Broadway, New York, N. Y.



Out West
are natural spectacles
more marvelous than the
creations of Aladdin's Lamp.

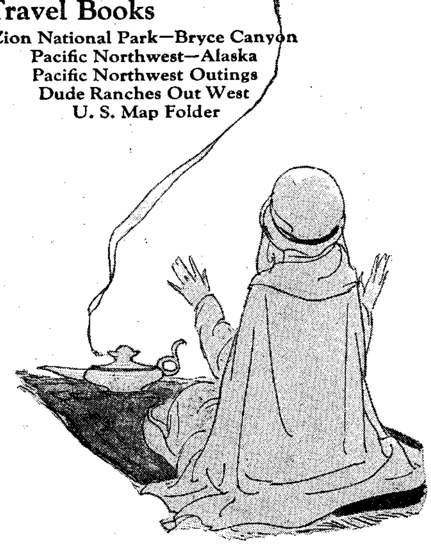
See the Magic and Mystery of the Nation's Last Frontier

THE WEST—the Union Pacific Country—is still NEW! On the Continental Divide and beyond to the Pacific Coast are places where nature is but now unfolding her beauty and mystery to the world. That's the place for you this summer.

You're still a pioneer—an explorer—a discoverer—and out West are places where your feet can find paths untrodden by modern man and at night turn into a comfortable hotel. Train and automobile will take you to places of romance and enchantment; places of unbelievable beauty and splendor and still others where you'll wonder whether you're in this world or the next.

Send for Free Travel Books

- California
- Southern California
- Colorado Mountain Playgrounds
- Yellowstone National Park
- Utah-Idaho Outings
- Zion National Park—Bryce Canyon
- Pacific Northwest—Alaska
- Pacific Northwest Outings
- Dude Ranches Out West
- U. S. Map Folder



Indicate the books you desire and they will be mailed promptly without charge. They will help you to plan an Out West vacation this summer such as you have never known before.

Ask about low round trip summer fares and how you can visit one or all of the vacation places of the West on a never-to-be-forgotten tour via the Union Pacific.

Address nearest Union Pacific Representative, or General Passenger Agent at Omaha, Neb. :: Salt Lake City, Utah :: Portland, Ore. :: Los Angeles, Calif.

Union Pacific

GLIMPSES OF SUMMER PLAY-GROUNDS—*Continued*

many vacation possibilities at Bellaire, Kalkaska, Lake City, Cadillac, Reed City, Big Rapids, White Cloud, Baldwin, Howard City, Rockford, Grand Rapids and Kalamazoo, all close to the famous Mackinaw Trail. Fishermen find excellent sport in the territory around Pentwater, Ludington. Bass and other species are particularly gamy in this pine and hardwood country. The section of Manistee, Frankfort and Traverse lies to the north; ideal for "roughing it," with its rugged scenery woods and lakes. Among the West Michigan State Parks are beautiful properties under the control of the State of Michigan reserved especially for motor-tourist camps. Along both shores of the Northern Peninsula are many other attractive summering places, including the island fairyland of Les Cheneaux, East of Mackinac, and on the West St. Ignace and the lakeside places of Green Bay. In the through voyage to Duluth no place has greater interest than the great locks of Sault Ste. Marie. Sports at Michigan resorts include boating, bathing, tennis, golf, horseback riding, motoring and "roughing it."

CHICAGO

Chicago is the great rail and steamer gateway of the Middle West. It is likewise a city of tourist interest, a favorite and often necessary stop-over point. From its stations radiate twenty-four major rail systems, and some fifteen lines less important. From its great municipal pier steam vessels for many lake ports and summer playgrounds. Its water-front extends for twenty miles along the shore of Lake Michigan, with thirteen bathing beaches, Lake Shore Drive and Jackson Park, one of the best-planned municipal recreation areas to be found in the country. Beyond the skyscrapers and residential suburbs extends the outer park system and forest reserve of 18,200 acres. Imposing hotels, facing the lake, handsome shops, the Field Museum, its libraries, theaters and lake trips provide entertainment in variety.

WISCONSIN AND MINNESOTA PLAYGROUNDS

Numerous lakeside towns and ports of importance line the Wisconsin shore of Lake Michigan, including Kenosha, Racine, Milwaukee, Sheboygan, Manitowoc, Sturgeon Bay and a charming group of resorts fronting the shores of Green Bay. In the interior is a lake region in great favor with vacationists, including Geneva Lake, Lake Winnebago, Fox Lake, Green Lake, Lake Zurich, Mendota and Beaver Lakes. Reached from Duluth or St. Paul is the sportsman's and camper's fairyland in the Ten Thousand Lakes of Minnesota region.

ALONG LAKE SUPERIOR

Rugged shores and islands characterize this the deepest and most expansive of the inland seas. The steamship course from the locks of Sault Ste. Marie to Duluth Harbor measures 420 miles, and it is over water 600 feet deep. Noted for its wild beauty is Isle Royale, near the north shore, and conveniently reached from Port Arthur or Fort William. These great grain ports of Canada are western ports of the Canadian Pacific Steamship Route from Port McNicoll and Owen Sound, and also for the Northern Navigation Company's steamships from Sarnia, Ontario.

The south shore of Lake Superior is a region abounding in copper. Duluth, at the far western end of the lake, 1,115 miles from Buffalo, is a city of commercial importance and a rail center from which the tourist may continue his journey westward to the Pacific Coast.

WHERE AND HOW TO GO ON THE GREAT LAKES

The following are the more important Great Lakes steamer routes with mid-summer sailings.

LEWISTON & TORONTO
Daily by Niagara Division, Canada Steamship Lines. Time two and three quarter hours.

TORONTO-ST. LAWRENCE POINTS
Daily for Rochester, Kingston, Thousand Islands and Montreal by Canada S. S. Lines. Time to Kingston thirteen hours.

BUFFALO & CLEVELAND
Daily by Cleveland and Buffalo Transit Co. An overnight trip.

BUFFALO, CLEVELAND, DETROIT & CHICAGO
Between Buffalo and Detroit daily overnight. Between Detroit and Chicago via Mackinac Island and St. Ignace three sailings weekly, time two days. Between Detroit and Cleveland, daily overnight and midsummer daylight trips tri-weekly. Detroit and Cleveland Navigation Co.

BUFFALO & DULUTH
Sailings every three days by Great Lakes Transit Corp., calling at Cleveland, Detroit, Mackinac, Sault Ste. Marie, Houghton. Four days.

BUFFALO & CHICAGO
Two cruises weekly by Chicago, Duluth and Georgian Bay Transit Co., calling at Detroit and Mackinac Island westbound; eastbound from Chicago, calling at Mackinac, Parry Sound, Detroit, Cleveland. Week's cruise.

CLEVELAND & TOLEDO
Daily with calls at Cedar Point and Put-in-Bay by Cleveland and Buffalo Transit Co. Day trips.

DETROIT & PORT HURON
Daily with calls at St. Clair River points and Sarnia, Ont., by White Star Line. Day trips.

DETROIT & DULUTH
Three sailings weekly by Northern Navigation Company, with calls at Sarnia, Sault Ste. Marie, Port Arthur. Time three days.

PORT McNICOLL & FT. WILLIAM
Two sailings weekly by Canadian Pacific Great Lakes steamers, calling at Sault Ste. Marie. Also weekly sailings Owen Sound to Fort William, calling at Sault Ste. Marie. Time two days.

CHICAGO & MILWAUKEE
Daily daylight and overnight trips by the Goodrich Transit Company's steamers, night boats calling at Racine daily except Sunday.

CHICAGO & GREEN BAY
Two sailings weekly by Goodrich Transit Company's steamers, calling at Milwaukee, Sheboygan, Manitowoc, Sturgeon Bay, Marinette, Fish Creek, Ephraim, Sister Bay, and Washington Island and Escanba.

CHICAGO & MACKINAC ISLAND
One sailing weekly by Goodrich Transit Company's steamers, calling at Milwaukee, Sturgeon Bay, Fish Creek, Ephraim, Sister Bay, Washington Island and Escanba; also four sailings weekly by Michigan Transit Co., calling at Manistee, Traverse City, Charlevoix, Petoskey and Harbor Springs.

CHICAGO & BUFFALO
Two cruises weekly calling at Mackinac Island, Parry Sound, Detroit and Cleveland by Chicago, Duluth, and Georgian Bay Transit Co. Two cruises weekly Buffalo to Chicago, calling at Detroit, Mackinac Island. Week's cruise.

CHICAGO, GRAND HAVEN, MUSKEGON
Daily overnight sailings with Saturday daylight trips in each direction by Goodrich Transit Co.

CHICAGO & MONTAGUE
Friday and Saturday overnight trips. Monday daylight trips eastbound. Westbound Sunday and Monday night trips. Saturday daylight trips by Goodrich Transit Co.

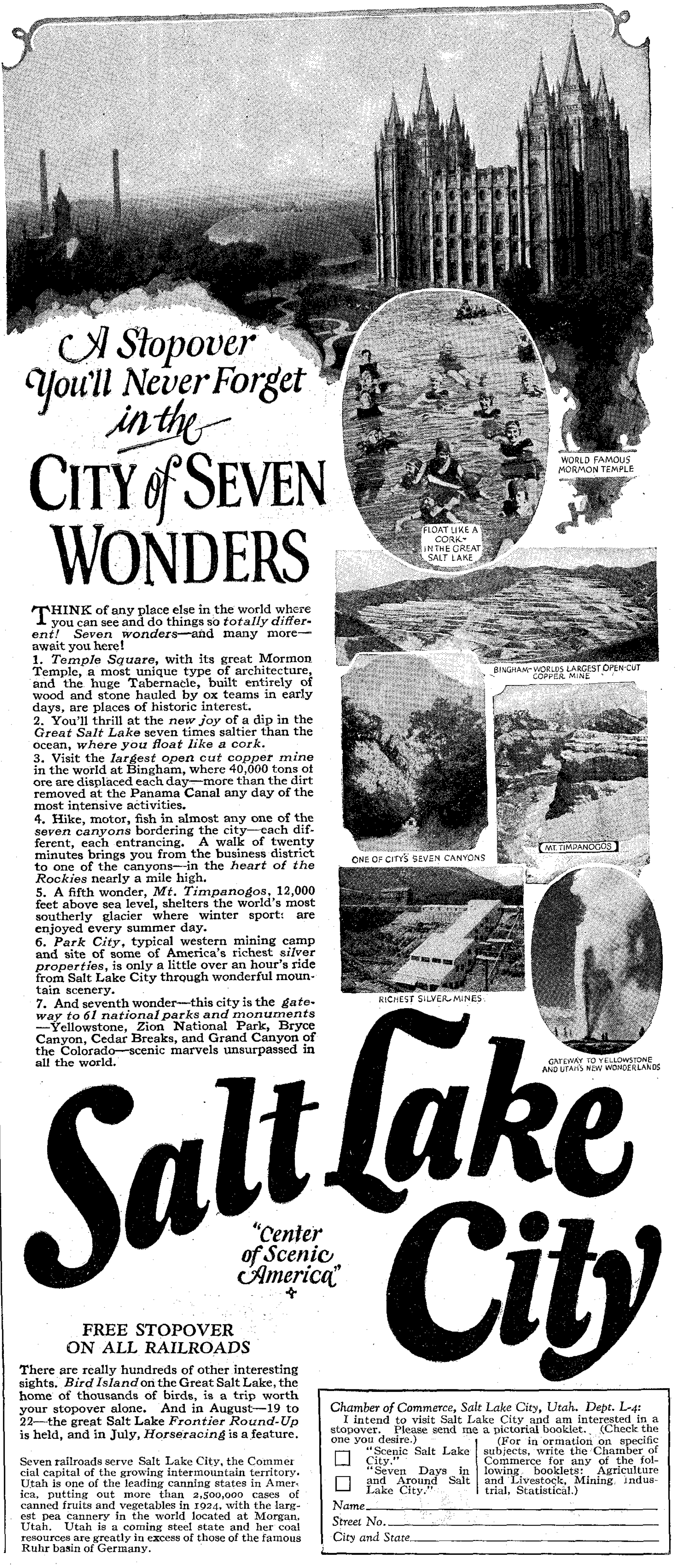
CHICAGO, ST. JOSEPH, BENTON HARBOR
Two sailings daily by Goodrich Transit Co., one daylight and one overnight trip.

CHICAGO, HOLLAND, SAUGATUCK
Daily overnight trips over two divisions Goodrich Transit Co.

MILWAUKEE, LUDINGTON, MANISTEE
Daily by Pere Marquette Line between Milwaukee and Ludington; three trips weekly betwen Ludington, Manistee.

Distance Between Principal Lakes Ports

From	*To*	*Miles*
Lewiston	Toronto	42
Toronto	Charlotte	93
Buffalo	Cleveland	180
Buffalo	Detroit	285
Buffalo	Mackinac Island	590
Buffalo	Sault Ste. Marie	695
Buffalo	Chicago	920
Buffalo	Duluth	1,115



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THINK of any place else in the world where you can see and do things so *totally different! Seven wonders*—and many more—await you here!

1. *Temple Square,* with its great Mormon Temple, a most unique type of architecture, and the huge Tabernacle, built entirely of wood and stone hauled by ox teams in early days, are places of historic interest.

2. You'll thrill at the *new joy* of a dip in the *Great Salt Lake* seven times saltier than the ocean, *where you float like a cork.*

3. Visit the *largest open cut copper mine* in the world at Bingham, where 40,000 tons of ore are displaced each day—more than the dirt removed at the Panama Canal any day of the most intensive activities.

4. Hike, motor, fish in almost any one of the *seven canyons* bordering the city—each different, each entrancing. A walk of twenty minutes brings you from the business district to one of the canyons—in the *heart of the Rockies* nearly a mile high.

5. A fifth wonder, *Mt. Timpanogos*, 12,000 feet above sea level, shelters the world's most southerly glacier where winter sports are enjoyed every summer day.

6. *Park City*, typical western mining camp and site of some of America's richest *silver properties*, is only a little over an hour's ride from Salt Lake City through wonderful mountain scenery.

7. And seventh wonder—this city is the *gateway to 61 national parks and monuments*—Yellowstone, Zion National Park, Bryce Canyon, Cedar Breaks, and Grand Canyon of the Colorado—scenic marvels unsurpassed in all the world.

Salt Lake City

"Center of Scenic America"

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ON ALL RAILROADS

There are really hundreds of other interesting sights. *Bird Island* on the Great Salt Lake, the home of thousands of birds, is a trip worth your stopover alone. And in August—19 to 22—the great Salt Lake *Frontier Round-Up* is held, and in July, *Horseracing* is a feature.

Seven railroads serve Salt Lake City, the Commercial capital of the growing intermountain territory. Utah is one of the leading canning states in America, putting out more than 2,500,000 cases of canned fruits and vegetables in 1924, with the largest pea cannery in the world located at Morgan, Utah. Utah is a coming steel state and her coal resources are greatly in excess of those of the famous Ruhr basin of Germany.

Chamber of Commerce, Salt Lake City, Utah. Dept. L-4:
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☐ "Seven Days in and Around Salt Lake City."
(For information on specific subjects, write the Chamber of Commerce for any of the following booklets: Agriculture and Livestock, Mining, Industrial, Statistical.)
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GLIMPSES OF SUMMER PLAY-GROUNDS—*Continued*

COLORADO ROCKY MOUNTAIN ATTRACTIONS

Some of the most widely known playgrounds of the Rockies are included within the boundaries of Colorado and, also, some of the grandest scenery of this range. All are in high altitudes. Colorado contains forty-two out of fifty-five mountain peaks in the United States proper exceeding 14,000 feet elevation. In this region are also cities of interest.

DENVER AND COLORADO SPRINGS

Gateway to a dozen National Parks and more than thirty National Monuments; radius of railway lines to and from all directions; replete with municipal attractions, Denver ranks as one of our foremost "tourist cities." It is a favorite stop-over point. Its sightseeing possibilities are inviting. There are thirty-nine parks within the city limits, and a mountain park system just outside containing almost 3,800 acres which have been developed at a cost of a million dollars. Bathing beaches have been developed at three lakes. The public buildings, including the Capitol and the Greek Theater in its Civic Center are admirable. Denver's mountain background includes views of Mount Evans, Long's Peak, Pike's Peak, Gray's Peak and Torrey's Peak. Nearby scenic trips include: The Georgetown Loop, Morrison Park, Platte Canyon, Eldorado Springs, Glenwood Springs, etc. Denver is also the crossroads of tours to our national parks of the North and Northwest, South and West.

Seventy-five miles south of Denver in mountain surroundings is another favorite tourist objective, Colorado Springs, delightful in itself, and headquarters for numerous scenic excursions. Among these are the trip to Manitou, thence up Pike's Peak, the Garden of the Gods, Seven Falls, Crystal Park, Cave of the Winds, Cripple Creek, Green Mountain Falls, Glen Eyrie, St. Peter's Dome, etc.

Access: Rail routes reaching Denver include the Burlington Route, Union Pacific System, Rock Island System, the Santa Fe, Denver and Rio Grande Western, the Colorado and Southern and the Denver and Salt Lake (Moffat Road), which last-named line will eventually penetrate the Continental Divide through the great Moffat Tunnel now under construction. Serving Colorado Springs are the Rock Island System, Colorado and Southern, Denver and Rio Grande Western and the Santa Fe System.

ROCKY MOUNTAIN NATIONAL PARK

Seventy miles north of Denver from which it is reached by motor or rail, this is one of the most popular mountain parks under Government jurisdiction. It includes almost 400 square miles of the front ranges of the Rockies, its main eastern Gateway being Estes Park. Altitudes at the mountain base average 8,000 feet while the loftiest summit, Long's Peak, rises 14,255 feet above sea-level. Forests of pine and aspen and verdant valleys carpeted with bright wildflowers, are among the delights of summer visitors. Here, too, is seen wild animal life, including the Rocky Mountain sheep ("big horn"). There are numerous motor, trail and mountain-climbing routes.

Access: Few of our National playgrounds are more accessible. Each side of the park is easily reached from Denver. On the East Estes Park village is a favorite motor gateway, having also stage connections with Fort Collins on the Colorado and Southern and Union Pacific System; Loveland on the Colorado and Southern; Lyons on the Burlington Route; Longmont and Boulder on the Colorado and Southern and Denver Interurban Railway. Distances from these points to the park vary from 23 to 44 miles. On the west the main entrance is at Grand Lake connected with Denver by motor-stage as well as with Granby on the Denver and Salt Lake railway. Allens Park village, the southern entrance, is reached by motor-stages from Lyons and Longmont. Rocky Mountain National Park may be included in a parks-to-parks trip embracing Mesa Verde, Yellowstone and Glacier National Parks.

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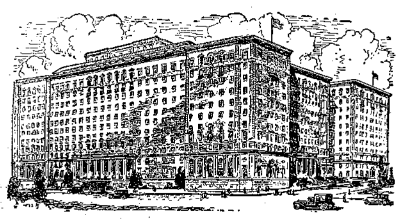

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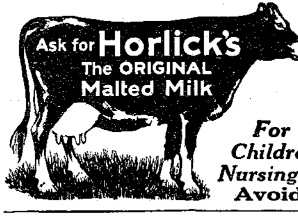

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OTHER COLORADO PLAYGROUNDS

In Western Colorado, reached from Grand Junction on the Denver and Rio Grande Western System, thence by motor stage, is the Colorado National Monument with lofty and highly colored monoliths. In Southern Colorado, reached from Wagon Wheel Gap on the same system, is the Wheeler National Monument, a region of unusual volcanic formations. Yucca House National Monument is situated in Southwestern Colorado, accessible from Mancos on the Denver and Rio Grande Western System. Mesa Verde National Park in the Southwestern corner of the State is described elsewhere.

GLACIER AND YELLOWSTONE NATIONAL PARKS

Combining in a series which may be included conveniently in a park-to-park tour either from the national playgrounds lying south of them or on the transcontinental itinerary, are several famous reservations. These include the Yellowstone National Park in northwestern Wyoming, slightly overlapping this State into Montana and Idaho; Glacier National Park in northwestern Montana; Mount Rainier National Park in Washington and Crater Lake National Park in Oregon. A description of the two latter will be found under our section entitled "The Pacific Northwest."

YELLOWSTONE NATIONAL PARK

Yellowstone is not only our oldest and largest National Park, but it also contains a greater variety of natural wonders than any other. The park was created in 1872 and embraces an area of 3,348 square miles, or more than 2,000,000 acres. The elevation averages 8,000 feet. Its terrain is mountainous and of volcanic formation. Included within the park are phenomena of amazing interest. There are five active geyser basins, from one of which the famous intermittent fountain "Old Faithful" has spouted with clocklike regularity every sixty-five minutes since the white man first set eyes upon this spectacle. In other localities are disclosed colored hot springs, bubbling over encrusted fountains and miniature mud volcanoes. There are also fossil forests, one occupying 35,000 acres with prehistoric tree trunks, both upright and prostrate. Scenicly, the park is impressive. From Inspiration Point the visitor looks down upon the Yellowstone Canyon. Its walls are multicolored with tints of crimson, white, pearl, pink, orange and lemon yellow. Between the bands and splashes of tints are vivid greens from clumps of pine trees. Over the canyon's floor races the foaming Yellowstone River and in the background of this picture springs, seemingly from the forest, a waterfall twice the height of Niagara. In the southeastern region lies picturesque Yellowstone Lake with a shore line of one hundred miles. Among the charms of the Yellowstone is its wild life. It is a huge refuge for mountain sheep, deer and bears which, without fear of slaughter, have become tame. Outside the park boundaries are regions of natural majesty, including on the south the Teton Mountains, near whose borders lies the Jackson Hole Country, and on the east the wondrous Red Canyon of the Shoshone. Motor roads and trails make the Yellowstone's points of interest accessible. Motorists may tour over the park roads and rail tourists have a selection of carefully planned inclusive expense tours in touring cars. Saddle trips are also available. Hotels and permanent camps provide accommodations.

Access: Following are the Yellowstone rail gateways: The northern entrance is at Gardiner, terminus of the Northern Pacific System's branch from Livingston on its transcontinental line. On the western boundary the entrance is at West Yellowstone, a divisional terminus of the Union Pacific System, with connections from Pocatello, Ogden, Salt Lake City or Granger. The southern approach is from Lander on the Chicago and Northwestern System, thence by motor-car. The eastern rail gateway is from Cody by the Burlington Route, thence by motor-stage. Round-trip tickets permit entrance at one gateway, exit from another, thus avoiding doubling tours within the park. Trips may be planned to include Yellowstone with Glacier, Rocky Mountain, Mesa Verde or Zion National Parks.

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Aug. 26th s. s. *Berengaria* to Cherbourg and Southampton
Sept. 16th s. s. *Berengaria* to Cherbourg and Southampton

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GLIMPSES OF SUMMER PLAY-GROUNDS—*Continued*

GLACIER NATIONAL PARK

Glacier National Park, so named from its sixty glaciers, encloses 1,534 square miles of "the noblest mountain country in America," to quote the characterization of the Government's official description. "It possesses individuality in high degree. In ruggedness and sheer grandeur it probably surpasses the Alps, tho geologically it is markedly different. It resembles the Canadian Rockies more closely than any other scenic country . . but the rocks in Glacier are much more richly colored.

"Glacier strongly differentiates also from other mountain scenery in America. Ice-clad Rainier, mysterious Crater Lake, spouting Yellowstone, exquisite Yosemite, beautiful Sequoia—to each of these and to all others of our national parks Glacier offers a highly individualized contrast.

"To define Glacier National Park, picture to yourself two approaching chains of vast tumbled mountains, the Livingston and Lewis Ranges, which pass the Continental Divide back and forth between them in wormlike twistings, which bear living glaciers in every hollow of their loftiest convolutions, and which break precipitately thousands of feet to lower mountain masses, which, in their turn, bear innumerable lakes of unbelievable charm, offspring of the glaciers above; these lakes, in their turn, giving birth to roaring rivers of icy water, leaping turbulently from level to level, carving innumerable sculptured gorges of grandeur and indescribable beauty."

Hotels and chalets provide living accommodations. Transportation is by motor-stage, saddle-horse trips and boats. Free nature guides are available. Special hiking tours are mapped.

Access: Gateways are from Glacier Park Station, the main eastern entrance, and Belton the western entrance, each on the transcontinental line of the Great Northern Railway. Round-trip tickets are available, including visits to Glacier, Yellowstone, Rocky Mountain and Mesa Verde National Parks.

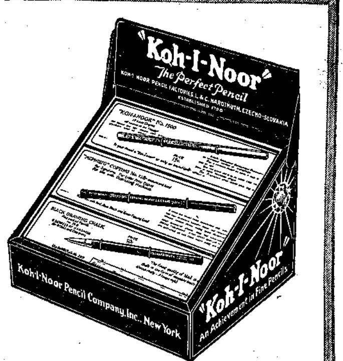
IN THE LAND OF FLAMING CANYONS

In southern Utah, northern Arizona, New Mexico and southern Colorado are found some of the world's most spectacular natural phenomena, characterized by grandeur and marvelous colorings. Three famous National Parks and numerous National Monuments are so located that connecting routes make it possible to visit several without wide digression.

ZION NATIONAL PARK—BRYCE CANYON AND CEDAR BREAKS

Zion National Park in southern Utah is in the midst of a land of flaming canyons and nature fantasies such as are found nowhere else on the earth's surface. The gorgeousness of its colorings and the amazing configurations give it an atmosphere of unreality. The beholder is awed as in the presence of creations heretofore the fabrications of dreams. Brilliant vermilions contrast with pure whites, rich purples shade into delicate grays or bands of orange. Against these pigments of the Great Artist's masterpieces may be seen intense greens of foliage and behind them the background of azure skies. With every hour of sunshine and shadow the hues intensify or soften. Amphitheaters, cathedrals, temples, statues, arched bridges and mighty pillars are fashioned by a hand greater than any human. It is all too stupendous to be described in words. A hint of its marvels may be had from the painting of Zion Canyon reproduced on our front cover.

Two wondrous trips to this land begin at Cedar City. One follows the new Zion Park Highway past frontier outposts through the Valley of the Virgin to the Temple Gates of Zion, rising 4,000 feet above the Virgin River to Zion Park, where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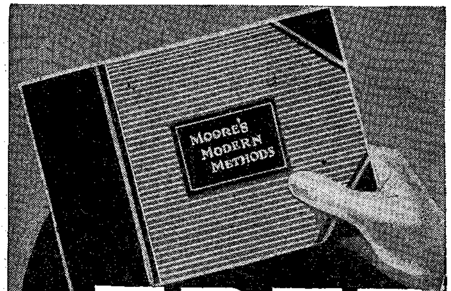

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a rustic lodge has been erected beside the waters of the Mukuntuweap River at the base of Red Arch Mountain and near the Great White Throne. From here trails lead to some of the most spectacular view-points.

The other trip from Cedar City extends eastward by motor road to Cedar Breaks. In the Sevier National Forest are a series of stupendous amphitheaters, 2,000 feet in depth, across the buttresses of which extend sands of red, white, orange and lavender colorings. Here erosion has carved Egyptian and Gothic structures. Seventy miles beyond the road reaches Bryce Canyon National Monument, Nature's culminating achievement in colorings and chiselings.

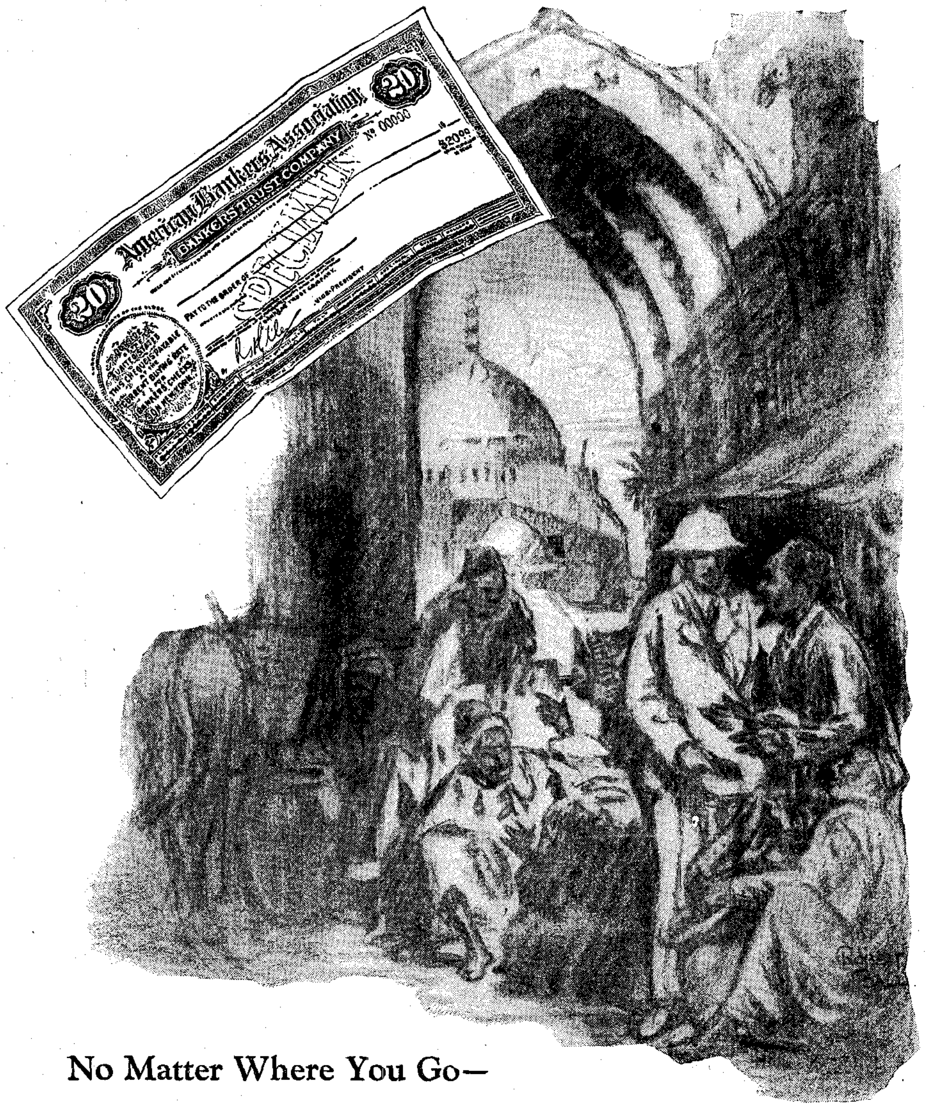
About midway between Cedar Breaks and Bryce Canyon a road diverges southward, being joined by another from Zion National Park, which passes through Kaibab National Forest and Pipe Spring National Monument, and continues southward to Bright Angel Camp at the northern rim of the Grand Canyon, whence tourists may descend to the depths of this mighty gorge by trail, down Bright Angel Canyon.

Access: The route to these natural wonders is by through sleepers of the Union Pacific System from Salt Lake City or from Los Angeles to Lund, thence by newly completed branch to Cedar City. From Cedar City the transportation is by automobile tours of the Utah Parks and Utah and Grand Canyon Transportation Companies.

GRAND CANYON NATIONAL PARK AND BEYOND

Nearly one thousand square miles in Northern Arizona have been devoted to the preservation for all time of the stupendous Grand Canyon of the Colorado. It is considered the overwhelming scenic spectacle of the continent. It has been written about by the greatest students of nature, painted by eminent artists and photographed from many view-points. Yet no picture of pen, brush or lens has ever conveyed its awe-inspiring spirit or its constantly changing tints and shadings. Hours may be spent on its rim or in its vast depths without comprehending its treasures. It is more than one hundred miles in length and the distance across the chasm from rim to rim varies from eight to twenty miles. One perpendicular mile from its rim flows along its floor the Colorado River. From the great cleft lead mysterious tributary canyons. Its walls are exquisitely tinted and east of its eastern boundary lies the many hued region known as the Painted Desert. The northern rim is fringed with forests of pine and spruce. On the southern border is found flowering vegetation indigenous to the semi-arid climate. The southern gateway is at Grand Canyon Station, where stands the Hotel El Tovar, tourist headquarters. The Northern gateway is at the Bright Angel Camp, terminous of the motor-stage route from Zion National Park, Cedar Breaks and Bryce Canyon National Monument. The Canyon is viewed from the south rim by the sixteen-mile Hermit Rim Drive or the sixty-mile drive to Grand View and Desert View. There is also the Hermit Loop Trip or the Phantom Ranch Trip. The descent of the Canyon from El Tovar is by Bright Angel Trail, muleback or on foot, and by Hermit Trail, a two days' trip from Hermit Rest, one night being spent in the Hermit Cabins under the great heights. The north rim is one thousand feet higher and may be reached by trail trip from the south rim via the Kaibab suspension bridge spanning the Colorado River, thence to the Wylie Way Camp on Bright Angel Point by the Kaibab Trail. This is a thirty-two-mile trip, occupying two days with one night spent at Phantom Ranch. Tourists over the Santa Fe System may also include in their itineraries visits to Walnut Canyon National Monument with its many cliff dwellings, reached from Flagstaff; the Petrified Forest National Monument reached from Adamana; the Navajo National Monument of cliff-dwelling fame reached from Gallup or Flagstaff; El Morro National Monument, a great rock with

Continued on page 79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You sign them all when you buy them. You sign each one again, when you use it, in the presence of the person who cashes it. That's your complete identification.

Safe: Safer than money. A refund may be obtained by the purchaser if his uncountersigned A.B.A. (American BANKERS Association) Travelers' Cheques should be lost or stolen.

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Ask your local bank for the A·B·A (American BANKERS Association) Travelers' Cheque booklet, "Travel Trails," which contains information valuable to all travelers. Or write us direct.

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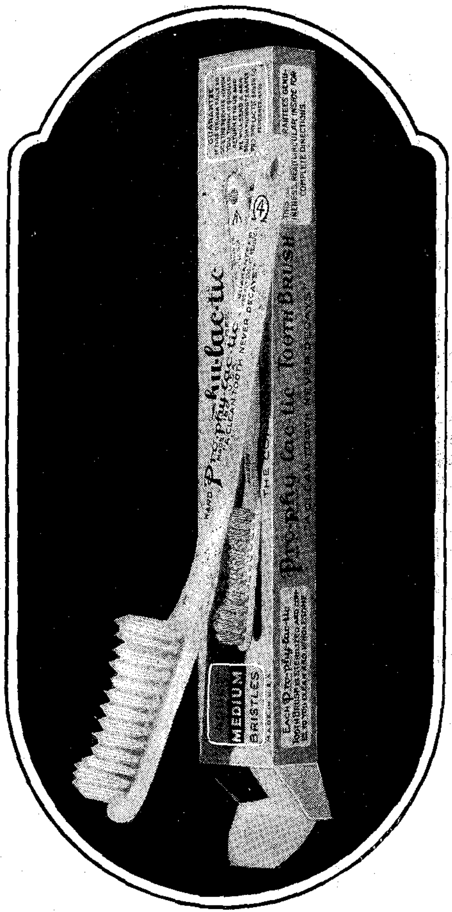


Keep all your teeth clean and you will keep all your teeth

IS *your* brush hitting on all 32? Look at the shape of *this* brush—that's what makes it so easy to reach every tooth.

It has a curved surface that fits the shape of your jaw. It has saw-tooth bristle-tufts that reach in between teeth. It has a large end tuft that helps clean the backs of front teeth and the backs of hard-to-get-at molars. This brush is the Pro-phy-lac-tic.

Do you know what makes your teeth decay. It is germs. Germs are always in your mouth. They collect upon your teeth. They create lactic acid. This destroys the enamel. The important thing is to keep germs off your teeth—to remove the clinging mucin, which holds the germs fast against them. That requires a brush scientifically designed with a saw-tooth arrangement of bristles and a large end tuft that can reach the backs of back teeth. There is such a brush—the Pro-phy-lac-tic.

free Tooth brushes for life to the reader who helps us with a new headline for this advertisement. The present headline is "Keep *all* your teeth clean and you will keep *all* your teeth." After reading the text can you supply a *new* headline? We offer to the writer of the best one submitted four free Pro-phy-lac-tics every year for life. In case of a tie, the same prize will be given to each. Your chance is as good as anyone's. Mail the coupon or write a letter. The winning headline will be selected by George Batten Company, Inc., Advertising Agents. This offer expires on July 5, 1925.

Dept. 5-A5
PRO-PHY-LAC-TIC BRUSH CO., Florence, Mass.
Gentlemen: I suggest the following as a new headline for the advertisement from which this coupon was clipped:......................
....
Name..
(First name in full)
Address..

MAIN TRANSCONTINENTAL RAIL ROUTES

SYSTEMS	GENERAL SCENIC FEATURES
CANADIAN NATIONAL RAILWAYS ROUTE Coast to Coast	This system including more than 22,000 miles of lines, spans the Continent. Its eastern beginning is Sydney, Nova Scotia. Thence its lines continue through the Maritime Provinces, to Quebec; through north, central and southern Ontario and across the Canadian Prairies, penetrating the northern Rockies, intersecting Jasper and Mount Robson Parks, thence to Prince Rupert and to Vancouver, B.C., on the Pacific Coast
CANADIAN PACIFIC RAILWAY ROUTE Coast to Coast	St. John, N.B., and Vancouver, B.C., are the far eastern and western termini of this ocean-to-ocean route. It includes New Brunswick, the St. Lawrence Valley, Ontario Highlands and Lake Resorts, prairies, traversing the Rocky Mountain regions and Canadian National Parks, and by the Fraser River Valley reaches the Pacific Coast. Through car service from Chicago is operated via the Soo Route.
CHICAGO, MILWAUKEE AND ST. PAUL ROUTE Chicago to Pacific N.W.	After leaving Chicago this route traverses the Upper Mississippi Valley, the lake and prairie regions of Minnesota and South Dakota. It crosses the Saw Tooth, Bitter Root and Cascade ranges with its Pacific Coast termini at Seattle and Tacoma. At Ashford on one of its lines is the rail gateway for Mt. Rainier National Park. More than six hundred miles of its mountain divisions are electrically operated.
BURLINGTON-GREAT NORTHERN ROUTE Chicago, Burlington & Quincy; Chicago or St. Louis to St. Paul or Billings, thence Great Northern.	This, the northernmost route in the United States to the Pacific Northwest, intersects Glacier National Park, and also provides direct routes from Chicago, St. Louis or Kansas City, not only to the Coast, but over the Burlington's own lines to the Denver, Colorado Rocky Mountain regions, with entrances to Rocky Mountain National Park and, in Wyoming, eastern entrance to Yellowstone National Park.
BURLINGTON-NORTHERN PACIFIC ROUTE Chicago, Burlington & Quincy; Chicago or St. Louis to St. Paul or Billings, thence Northern Pacific.	Westward of Chicago this pathway to the Pacific Northwest crosses the Great Plains, joins the Northern Pacific at Billings, reaches Yellowstone National Park at its northern gateway, and continues across the northern Rockies and through the Columbia River Valley to the Coast. As above stated, there are direct Burlington routes from Chicago or St. Louis to Denver, Rocky Mountain National Park and the eastern entrance to Yellowstone.
UNION PACIFIC-OVERLAND ROUTE TO OREGON Chicago and Northwestern, Chicago to Omaha, thence Union Pacific to Pacific Northwest via Granger.	For many miles following the Overland Trail, across the Plains, through the Platte Valley. In Wyoming it branches northwestward at Granger over the Oregon Trail, with division from Pocatello, Idaho to West Yellowstone. The main line continues to the Columbia Valley and the Coast. A southern connection is made from Kansas City via Denver and Cheyenne. The Northwestern System itself also has an approach to Yellowstone from Lander, Wyoming.
UNION PACIFIC OVERLAND-SALT LAKE ROUTE Chicago & Northwestern, Chicago to Omaha; Union Pacific Omaha to California, via Ogden and Salt Lake.	Instead of branching northwestward at Granger, as the route described above, this steel trail continues directly west to Ogden where it turns south and southwest to Salt Lake City with branch at Lund for Cedar City, thence motor trips to colorful Cedar Breaks, Bryce Canyon, Zion and Grand Canyons. The main line continues on through the southwest, following for some distance the trail of the Mormon pioneers, finally terminating at Los Angeles.
UNION PACIFIC-SOUTHERN PACIFIC OVERLAND-OGDEN ROUTES Chicago & Northwestern, Chicago to Omaha; Union Pacific, Omaha to Ogden; Southern Pacific, Ogden to California.	This is the main central route between Chicago and California. Its course to Ogden is described above. Westward from Ogden it crosses the Great Salt Lake, on the Lucin Cut-Off through the Humboldt Valley and wild regions of the Sierras to the western slopes at Sacramento and through the American River Canyon over the route of the gold seekers to San Francisco. An approach to Lake Tahoe is provided at Truckee.
RIO GRANDE-WESTERN PACIFIC ROUTE Denver & Rio Grande, Western Denver to Salt Lake, thence via Western Pacific R.R.	Beginning with the Denver-Colorado Springs. Rocky Mountain regions with eastern through car service from St. Louis via Missouri Pacific System and from Chicago via Burlington System, also connecting at Denver with all lines from the west, this route traverses the Royal Gorge, Salt Lake City, the Great Basin, reaching the Pacific Coast via the Feather River Canyon, its terminus being San Francisco.
SANTA FE GRAND CANYON ROUTE Chicago to California via Southwest.	Over the old Santa Fe Trail to the Southwest runs this modern rail highway, through Santa Fe itself, and with approaches to the Petrified Forest, Grand Canyon, and nearly a score of other national monuments and parks, reaching the Pacific Coast at Los Angeles, San Diego and and San Francisco. A northern arm terminates at Denver southern divisions at Galveston and El Paso. Connecting with Gulf Coast Lines at Houston, through service is provided between New Orleans and California.
ROCK ISLAND GOLDEN STATE ROUTE Chicago, Rock Island and Pacific from Chicago, St. Louis or Memphis to Santa Rosa, N.M., thence via Southern Pacific to California.	The Rock Island Route not only provides direct service between Chicago, Kansas City and the Denver-Colorado Rocky Mountain regions, but operates through trains to the Pacific Coast over the Rock Island System to Santa Rosa, thence to California via the Southern Pacific System with the Apache Trail and the Roosevelt Dam, as a side trip and Carriso Gorge Route an option.
SOUTHERN PACIFIC SUNSET ROUTE New York to New Orleans via Steamship, thence rail to California.	With its own steamship service between New York and New Orleans the Sunset Route provides a part water and rail trip from the Atlantic to the Pacific. Among numerous scenic attractions are San Antonio, Apache Trail and Roosevelt Dam, Tuscon, and the Carriso Gorge optional route. All Coast and Great Valley points of California are intersected and connection is made with the Shasta Route to or from the Northwest.

GLIMPSES OF SUMMER PLAY-GROUNDS—*Continued from page 77*

ancient Spanish inscriptions reached from Gallup; Bandelier National Monument having cliff dwellings and caves reached from Santa Fe; Chaco Canyon National Monument reached from Thoreau; Gila Cliff Dwellings National Monument reached from Pinos Altos; and Gran Quivira, with Pueblo ruins, reached from Mountainair; Rainbow Bridge, a trail trip from Gallup; Mesa Verde National Park by motor-stage from Gallup.

Access: Grand Canyon Station is the terminus of a branch line of the Santa Fe System running north sixty-five miles from Williams on the transcontinental line. Bright Angel Point is the terminus of the motor-stage routes leading from Cedar City on the Union Pacific System, Cedar Breaks, Bryce Canyon National Monument and Zion National Park. The same highway system extends northward to Marysvale on the Denver and Rio Grande Western System.

SALT LAKE CITY

Equidistant from the Yellowstone National Park, Rocky Mountain National Park and the Zion National Park region, and an important rail crossroads, this city with its near neighbor on the north, Ogden, is one of the important tourist centers of the West. The attractions of its surroundings were responsible for its settlement by the Mormon pioneers in 1847. These same attractions, with the added interest of a modern city, appeal to the traveler of to-day. Seven canyons of the Wasatch Mountains border the city limits. There is bathing in the waters of the Great Salt Lake near by. Within the city is much to claim the interest of the sightseer. At Salt Lake City the Royal Gorge Route of the Denver and Rio Grande Western merges into the Western Pacific Feather River Canyon Route of the Western Pacific System. From here southward leads the Zion National Park Route of the Union Pacific System, terminating at Los Angeles. It is the rail gateway for the Northern routes of the Union Pacific System to the Pacific Northwest, including the Yellowstone via Pocatello, and via Ogden is a gateway for the Overland Route of the Union Pacific and the Ogden Route of the Southern Pacific Systems for San Francisco.

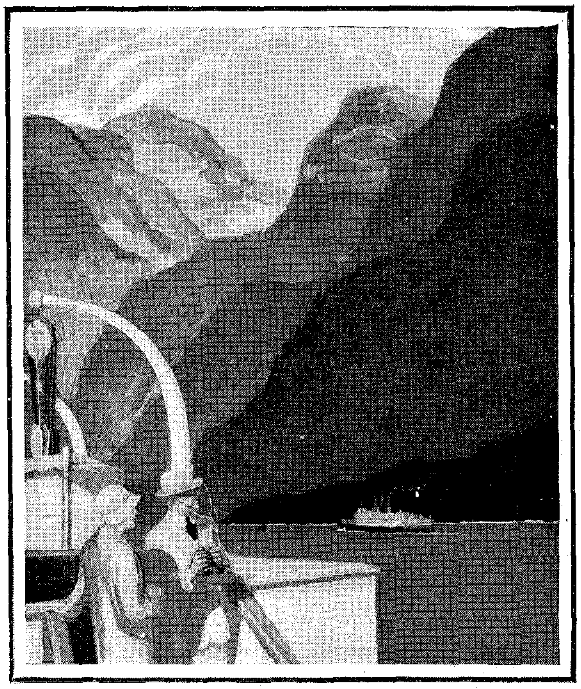
MESA VERDE NATIONAL PARK

Crossing the Green Mesa, brilliant with its juniper and pinon trees, visitors to this reservation in Southwestern Utah come suddenly upon the most impressive remains of America's prehistoric races found on this continent. They cluster about the side canyons of the Mancos River within the 49,000 acres of this park. Noteworthy among the many prehistoric structures is the huge "Spruce Tree House," which provided living accommodations for 350 people, and is more than 200 feet long and nearly 90 feet wide. This and the great Cliff Palace are only two of many structures whose walls and surroundings carry the visitor back into the mysterious, prehistoric past. Combination trips, including Mesa Verde and the Northern series of National Parks, may be arranged. Northwest of Mesa Verde Park are the National Bridges and Hovenweep National Monuments in Southwestern Utah, also reached from Mancos, the main gateway to Mesa Verde.

Access: The northern rail approach is from Mancos on the Denver and Rio Grande Western System, thence by motor-stage. A new approach from the South is now available from Gallup on the Santa Fe System, thence by motor-stage to the park.

IN THE FAR SOUTHWEST

We have taken brief glimpses of the natural wonders, national parks and national monuments of the Central Southwest regions. In the far southern corner of the United States are numerous other points of interest accessible by the Sunset Route of the Southern Pacific System,



Take the Triangle Tour of British Columbia–
O'er land and sea midst scenic splendors

NEW scenic thrills—the world's most glorious natural sculpture—gorgeous vistas of lakes, rivers and waterfalls—such are the delights of the Triangle Tour—1,800 miles of entrancing travel—each waking hour packed full of memorable experiences.

The Triangle Tour reveals the full glory of British Columbia's mountains—including such marvels as Bulkley Canyon; Mount Robson (highest of the Canadian Rockies) and the quaint Indian village of Kitwanga with its unique array of totem poles.

Let this be your vacation trip. Come first to Jasper National Park—its 4,400 square miles embracing a greater number of mountain peaks than any similar area. Here stands Jasper Park Lodge—with accommodation for 350 guests. (Rates $6.00 up American plan. Open May 15th to Sept. 30th.) Here take trips by motor car or pony trail to glaciers, canyons, lakes and waterfalls. Then take the Triangle Tour of British Columbia—by rail from Jasper National Park down the valley of the mystic Skeena to Prince Rupert. Thence by steamer through 550 miles of sheltered scenic seas to Vancouver, returning to Jasper National Park along the roaring gorges of the Fraser and Thompson Rivers.

Nowhere will you find such splendors as those revealed on these sheltered seas—the world has no richer scenic treat than the Triangle Tour.

New Alaska Service

You may board a palatial "Canadian National" steamer at Vancouver and voyage in luxurious comfort to Alaska. Returning, disembark at Prince Rupert or Vancouver, as you prefer, and proceed by rail to Jasper National Park, traveling in the midst of majestic mountain beauty.

Write to nearest office for tourist fares, resort rates and illustrated booklets.

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Duluth
430 W. Superior St.
Kansas City
334-335 Ry. Exchange Bldg.
Los Angeles
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Minneapolis
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New York
1270 Broadway
Cor. 33rd St.
Philadelphia
Franklin Trust Bldg.
1500 Chestnut St.
Pittsburgh
505 Park Bldg.
Portland, Me.
Grand Trunk Ry. Sta.
Portland, Ore.
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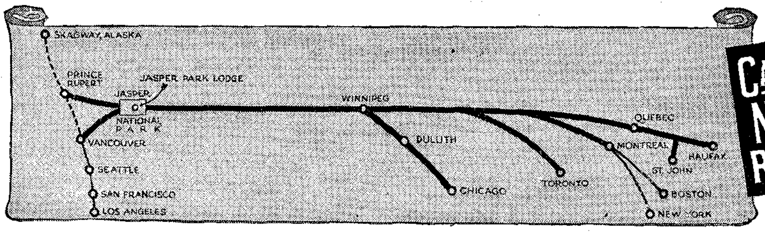
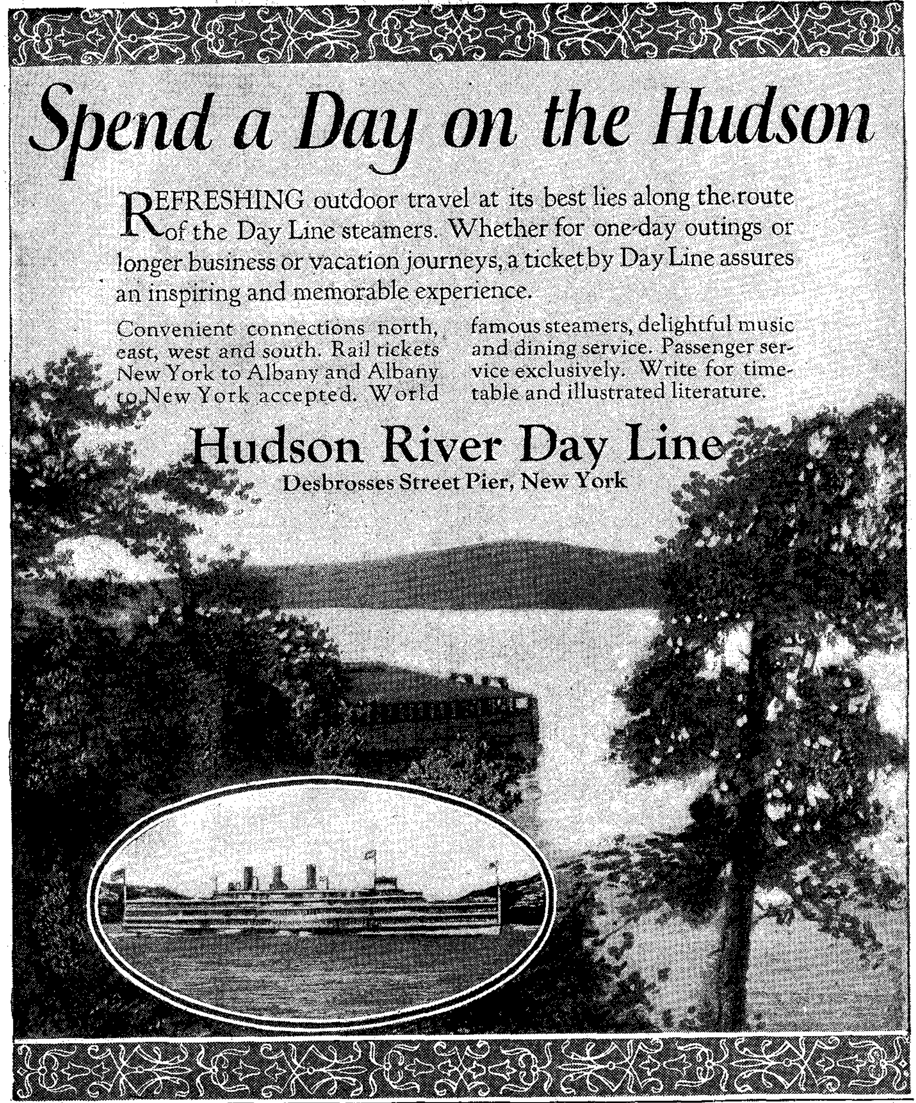
305 Merchants Laclede Bldg
St. Paul
328 Jackson St.
San Francisco
689 Market St.
Seattle
902 Second Ave.



CANADIAN NATIONAL RAILWAYS

THE · LARGEST · RAILWAY · SYSTEM · IN · AMERICA


Spend a Day on the Hudson

REFRESHING outdoor travel at its best lies along the route of the Day Line steamers. Whether for one-day outings or longer business or vacation journeys, a ticket by Day Line assures an inspiring and memorable experience.

Convenient connections north, east, west and south. Rail tickets New York to Albany and Albany to New York accepted. World famous steamers, delightful music and dining service. Passenger service exclusively. Write for time-table and illustrated literature.

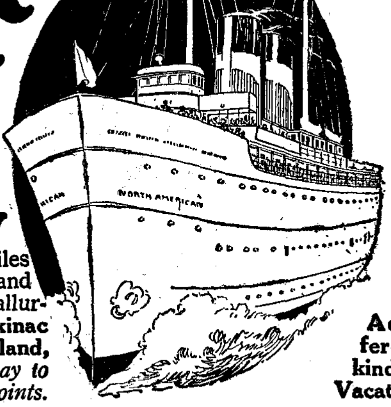
Hudson River Day Line
Desbrosses Street Pier, New York

7 Joyful Days' Cruise On Four Great Lakes and Georgian Bay

$74.50 MEALS & BERTH INCLUDED

A sight-seeing De Luxe trip of over 2,000 miles on Lakes Michigan, Huron, St. Claire, Erie and among the 30,000 Islands of Georgian Bay—alluring scenery en-route—a chance to visit Mackinac Island, Parry Sound, Can., Detroit, Cleveland, Chicago, and Buffalo (Niagara Falls)—*gateway to all Eastern, Canadian and St. Lawrence River Points.*

A different kind of Vacation



The Great Oil-Burning White Liners

North American and South American

offer you an experience similar to that of an ocean voyage, with all the comforts and luxuries of an Atlantic liner. Promenade and Sun Decks of unusual width; large Grand Salon; commodious Lounge Rooms; Palm Garden on Observation Deck. Every opportunity for rest and relaxation. Staterooms and Parlor Rooms are **all outside rooms with windows or port-holes.** Excellent meals daintily served. For amusement there are Deck Games, Entertainments, Music and Dancing—something doing all the time, and a social hostess to get you acquainted.

Semi-Weekly Sailing from Chicago, Buffalo, Detroit, Cleveland & Return

Tickets bearing rail routing between Chicago, Detroit, Cleveland and Buffalo will be honored for transit upon additional payment.

Call or write for Pamphlet at any Railway Ticket Office or Tourist Agency or

Chicago, Duluth & Georgian Bay Transit Company
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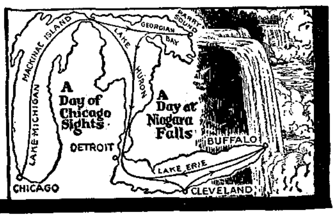


GLIMPSES OF SUMMER PLAY-GROUNDS—*Continued*

or from southern divisions of the Santa Fe Route. These include:

Carlsbad Cave National Monument in southwestern New Mexico contains the largest and most beautiful limestone caverns yet discovered, reached from Carlsbad on the Santa Fe System.

The recently established Chiricahua National Monument is a remarkable "pinnacle forest" near Tombstone on the Southern Pacific System.

Casa Grande National Monument in southern Arizona discloses some of the most interesting prehistoric relics to be found in the Southwest. The approach is from Casa Grande on the Southern Pacific System.

Papago Saguaro National Monument near Phoenix or Temple on the Southern Pacific System contains a collection of desert flora.

Tonto National Monument in South Central Arizona, approached from Globe on the Southern Pacific, is notable for its cliff dwellings.

Tumacacori National Monument near Tucson on the Southern Pacific contains the ruin of an ancient Franciscan Mission, built in the days of Spanish occupation.

The Apache Trail and Roosevelt Dam are among the most spectacular scenic attractions of the Southwest. Recently the receding waters of Roosevelt Lake, impounded by the great dam, have exposed ruins of the biggest prehistoric city in America. This trip involves a detour from Globe on the Sunset Route of the Southern Pacific System.

CALIFORNIA'S FESTIVAL YEAR

California will be ever the goal of the transcontinental traveler. The great empire of the Pacific with romantic history, scenery and climate of every variety, fruitful acres and interesting cities offers inexhaustible attractions. This year the summer tourist who enters her domain will be doubly fortunate, for California is celebrating her Diamond Jubilee of Statehood. From the Siskiyous to the Carriso Gorge, she is in gala dress for this Festival Year. Her communities are joining in the aim of making the color, glamour and romance of the old California live again. In some places the old Spanish costumes are being worn by both sexes, in others the rough-and-ready habiliments of the "Forty-Niners," while beards and sideburns are in vogue with men. Fêtes, expositions, fiestas and pageants will be held in more than one hundred communities. Thus will rise again the spirit of California—of Spaniards landing upon her shores, of padres setting up the cross in the new land; of the covered wagons toiling through from the East; of gold gleaming from the waters of Sutters' Creek; of the present California, a land of fruitful valleys, noble cities and smooth highways.

We give below a partial list of celebrations held from the middle of June until the end of the year.

Dates	*Celebrations*	*Places*
JUNE		
10–14	State Beauty Pageant	Santa Cruz
14	Pageant Play	Mission San Juan Capistrano
27	Spanish Fiesta	Hollywood Bowl
JULY		
3–5	Modoc County Round-Up	Alturas
3–4	Ramona Highway Festival	Ramona
4	Monterey Flag Festival	Monterey
4	Water Pageant	Riverside
11	Spanish Pageant	Berkeley
19	Ersa of the Redwoods	Sequoia Park
22–26	California Rodeo	Salinas
31-Aug. 1	Indian Field Day	Yosemite Park
(10 weeks)	Bowl Concerts and Pilgrimage Play	Hollywood
AUG.		
1	Tournament of Lights	Newport Beach

1	Marine Fashion Show	Redondo Beach
1–2	Water Carnival	Redding
10–15	Greater Movie Week	Los Angeles
10–15	Yachting Regatta	Santa Barbara
13–15	Old Spanish Days Fiesta	Santa Barbara
27–29	Dons of Peralta Festival	Oakland
27–Sept. 2	San Joaquin County Fair	Stockton
SEPT.		
5–6	Legend of the Pioneer	Mt. San Jacinto
5–12	Diamond Jubilee Celebration	San Francisco
5–13	State Fair	Sacramento
9	Historical Pageant	Orange
9	Grape Festival	Escondido
9–11	Spanish Fiesta	Glendale
20–28	Santa Clara County Fair	San Jose
28–Oct. 3	Fresno District Fair	Fresno
29–Oct. 3	Southern California Fair	Riverside
OCT.		
6–10	Kern County Fair	Bakersfield
	Carnival of States	Long Beach
NOV.		
7–8	Tahquitz	Palm Springs
21	Dairy Festival	Oxnard
24–28	Orange & Olive Exposition	Oroville
26	Poinsettia Festival	Ventura
DEC.		
2–6	Imperial Valley Fair	Brawley
24–Jan. 1	Mardi Gras	Venice
JAN.		
1, 1926	Tournament of Roses	Pasadena

But while these celebrations will add zest to the California trip this summer, visitors will view the eternal works of the Creator that were here ages and ages before the Spanish explorers arrived or Statehood came. They will see the great sweep of the Pacific with its broad beaches; the snow-crowned ranges of the Sierras and Coast mountains; the mysterious canyons and verdant valleys; exquisite Lake Tahoe and other waters of crystal clearness, while above all will be the canopy of blue sky.

California contains several of our most inviting national parks and national monuments which should be included in the summer visitor's itinerary; among the most famous of these is the

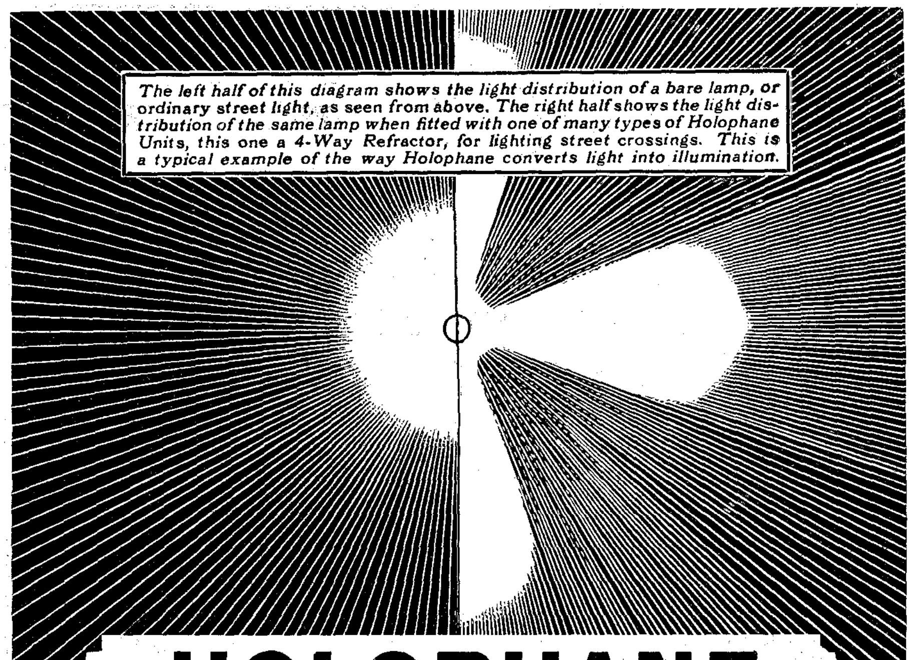
YOSEMITE NATIONAL PARK

Among all California's natural attractions none can exceed the beauty and majesty of the Yosemite National Park regions. Camera and artist's brush have made them more or less familiar, but no pictures or written word can give an impression approaching reality. There are more than a thousand miles of granite precipices, lofty waterfalls, mirror-like lakes, noble forests, big trees and grass-carpeted valleys. El Capitan, Bridal Veil Falls, Cathedral Spires, Mirror Lake, Glacier Point, etc., have been the inspiration of countless artists. While the entire park area is one of extraordinary attraction, the Yosemite Valley itself occupying eight square miles contains a concentration of these wonders. Its summer vacation appeal is irresistible.

Access: The main rail gateway is Merced on the Santa Fe and Southern Pacific Systems, thence to El Portal by Yosemite Valley Railroad, where motor-stages continue the trip into the park to Yosemite Valley. From here trips can be made by motor to the Mariposa Grove of Big Trees, to Glacier Point and to Hetch Hetchy. The trip from Merced may be also made by motor-stage to the Big Trees and Wawona, thence direct or via Glacier Point to Yosemite. Tickets are available over this latter route one way and via El Portal the other way. Another rail gateway is from Oakdale on both Santa Fe and Southern Pacific lines, thence by Sierra and the Hetch Hetchy Railways to Mather Station. From here motor-stages run to Yosemite Valley. From July 15th to September 15th touring-car stages will be operated between El Portal, Yosemite Valley and Lake Tahoe. At Tahoe Tavern stages connect with the Lake Tahoe Railway and Transportation Co., providing a rail route to Truckee on the Southern Pacific System.

LAKE TAHOE

This lake of indescribable beauty, altho not included in any national reservation, is a scenic gem of unusual brilliance. Its waters lie in a huge basin surrounded by the Sierras at an altitude of more than 6,000 feet, on the dividing line between California and Nevada. The air is cool and laden with the fragrance of pine, fir and cedar forests. Fishing, golf, saddle and camping trips and steamer sails over the seventy-two-mile-like route are forms of


The left half of this diagram shows the light distribution of a bare lamp, or ordinary street light, as seen from above. The right half shows the light distribution of the same lamp when fitted with one of many types of Holophane Units, this one a 4-Way Refractor, for lighting street crossings. This is a typical example of the way Holophane converts light into illumination.

HOLOPHANE

Lighting units for streets, schools, stores, show-windows, factories, offices, etc.

Making Streets Safe

When ordinary equipment is used for street lighting, only a small part of the generated light is really useful. The rest is wasted in the heavens or outside the road area. To correct this condition, street lighting engineers use Holophane Refractors.

These units are made of prismatic glass, each prism designed with scientific accuracy to direct the light to the road exactly as required to give maximum visibility and thus prevent accidents and crimes.

For the benefit of your community and yourself, learn more about street lighting. Write for our new book—"Streets That Are Safe". Holophane Glass Co., 340 Madison Ave., N. Y. C.

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The Outstanding Scenic Way West-

Colorado, Utah, Yellowstone, California

From the mighty Mississippi to the Golden Gate, your journey West over the lines of the *Missouri Pacific-D. & R. G. W.-Western Pacific* is a veritable panorama of moving pictures, varied and thrilling.

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You can choose any section of the West or combine all in one grand tour—go one way, return another. Stop-over anywhere. Very low summer fares.

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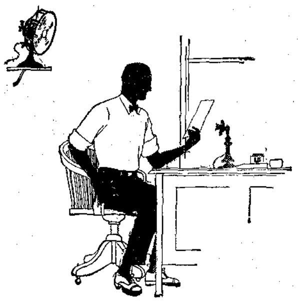

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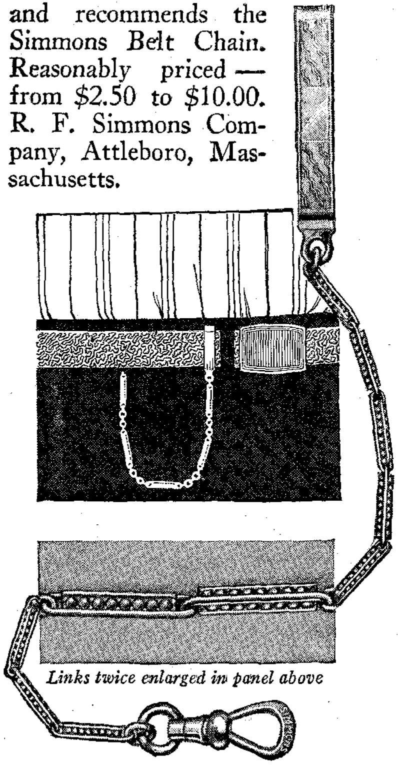

Links twice enlarged in panel above

The swivel says it's a Simmons

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TRADE MARK
CHAINS

GLIMPSES OF SUMMER PLAYGROUNDS—*Continued*

recreation at the tourist headquarters, Tahoe Tavern, which is equipped also with a large swimming-pool.

Access: Altho in a region of wild grandeur, Lake Tahoe is easily reached. The motor-stage route from Yosemite has been already described. The rail gateway is from Truckee on the Southern Pacific's Ogden Route up the Truckee River Valley to Tahoe Tavern by the Lake Tahoe Railway.

LASSEN VOLCANIC PARK

Situated in northwestern California, this reservation embraces a volcanic region of impressive natural wonders. Mt. Lassen, an active volcano, 10,465 feet in elevation, the great Cinder Cone and other extinct craters, a Boiling Lake, hot springs named the Devil's Kitchen alternate with the forest beauty of King's Canyon, waterfalls, etc.

Access: The approach from the West is from Redding on the Southern Pacific's Shasta Route; from the South from Paxton on the Western Pacific Railway, thence by Indian Valley Railroad to Crescent Mills and from there into the Park by motor road.

MUIR WOODS NATIONAL MONUMENT

This national reservation named after the famous and beloved explorer, naturalist and author of California, preserves a grove of stately redwoods growing upon the western side of Mt. Tamalpais. "The Sequoias of Muir Woods," says the government bulletin, "are of a multitude of generations ranging all the way from tiny treelets to lonely patriarchs from 1,000 to 1,500 years old, the latter being the general age average of the fully matured specimens." A trip to this monument from San Francisco occupies less than two hours.

Access: "The trip from San Francisco and other Bay points is one of the most delightful in the West. First the ferry ride to Sausalito, passing part of San Francisco's famous waterfront, Alcatraz and Angel Islands, with a view out the Golden Gate, and then by electric train or automobile to Mill Valley, thence the steam train with its specially geared mountain engine over the 'Crookedest Railroad in the World' to Muir Woods and the summit of Mount Tamalpais above San Francisco Bay."

DEVIL POSTPILE NATIONAL MONUMENT

In central California approached from Fresno, this reservation includes extraordinary basaltic columns resembling those of the Giant's Causeway.

PINNACLES NATIONAL MONUMENT

In the great Central Valley, thirty-five miles from Hollister, a region of remarkable natural formations has been reserved by the Government and designated the Pinnacles National Monument. "The spires, domes, caves, and subterranean passages of this extraordinary area of California are awe-inspiring and well worth a visit by tourists and lovers of nature in its primitive state," says the official description. "The name is derived from the spire-like rocks rising from 600 to 1,000 feet from the floors of its several canyons. Many of the rocks are so precipitous that they can not be scaled. A series of caves, opening one into the other, lie under each of the groups of rocks. These have been connected by trails so that the visitor may now get a comprehensive view of the Monument." Wild life is numerous, this being one of the last strongholds and breeding places of the California condor, largest and one of the most characteristic birds of California. An unusual specie of blacktailed deer is also found here.

Access: The monument is reached from the West by motor-car from Soledad (12 miles), and from the East from Hollister (35 miles).

GENERAL GRANT AND SEQUOIA NATIONAL PARKS

Situated in eastern-central California on the slopes of the Sierras these reservations have been formed for the preservation of California's big trees. Here the forest

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giants which so many have pictured in imagination may be seen in reality and amid impressive surroundings. For besides these trees, the parks include regions of flower-bedecked upland meadows; rivers, streams and lakes stocked with trout; valleys carved by glaciers; monolithic rocks and snow-capped peaks. In Giant Forest, which is the headquarters for Sequoia Park, stands the great General Sherman Tree, 36 feet in diameter and 280 feet high, calculated to be some 4,000 years old, the most venerable and largest living thing on earth. General Grant Park contains numerous big tree groves and other natural attractions.

Access: Fresno in the center of the San Joaquin Valley is the gateway city to General Grant National Park as it is also one gateway to the Yosemite. A motor highway extends from this city to the park via Sanger, Squaw Valley and Dunlap. Another approach is by motor road from Reedley. Both Fresno and Reedley are stations on the Southern Pacific and Santa Fe Systems while Sanger is reached by the former railway. Sequoia National Park is reached by rail through Exeter located on each of the before-mentioned systems, thence by electric line to Lemon Cove where motor-stages are boarded for Giant Forest. Night trains from San Francisco or Los Angeles arrive at Exeter the following morning, and the stages reach Giant Forest shortly after noon. The motor route from the North is by the San Joaquin Valley highways to Exeter or Visalia. A concrete highway extends from Visalia to Three Rivers in the park via Lemon Cove, thence to Giant Forest by mountain road. From Bakersfield and southern points, the approaches are either via Tulare, Visalia or Delano.

CABRILLO NATIONAL MONUMENT

This government reservation commemorates the arrival upon what is now California soil of Juan Rodriguez, Cabrillo and is located on Point Loma, a delightful drive from San Diego.

THE MISSIONS

A day's walk apart they stand, as measured by the devout padres journeying northward over El Camino Real, six hundred weary miles on foot from San Diego to San Francisco. No other monuments of the Christian faith on this continent are so interesting or so impressive. They were for California, they are of California.

At San Diego, Father Junipero Serra established in 1769 the San Diego Mission whose bells were a gift from the King of Spain. San Juan Capistrano to the northward, tho partially in ruins, has its charm. San Gabriel and San Fernando are close to Los Angeles, the latter having been restored to its original beauty. Following the northward progress of the Padres we come to the Mission of Santa Barbara, then San Carlos at the ancient Spanish capital of Monterey and the Dolores Mission, remains of which may still be seen in San Francisco. These are some of the better-known missions, but by no means include all.

THE BEACHES

California's broad ocean beaches are far-famed. During the summer months they are animate with thousands of bathers enjoying the invigorating waters of the Pacific. Famous beaches include those of Santa Barbara, Santa Cruz, Santa Monica, Hermosa, Venice, Ocean Park, Redondo, Long Beach, Huntington Beach and Newport Beach. San Diego has two premier seaside resorts, Coronado and the town of La Jolla, frequented by thousands of bathers and summer residents.

A MOTORING PARADISE

California is justly proud of her excellent highway system embracing more than 6,500 miles of well-kept motor roads. These modern pathways provide convenient routes to coast and interior points, giving the traveler over them intimate contact with California's manifold attractions. El Camino Real (The King's Highway) follows the historic pathway of the Spanish colonists from San Diego to San Francisco. The "Rim of the World" highway extends for one hundred miles over the heights of the San Bernardino Mountains at altitudes more than a mile above sea-level,

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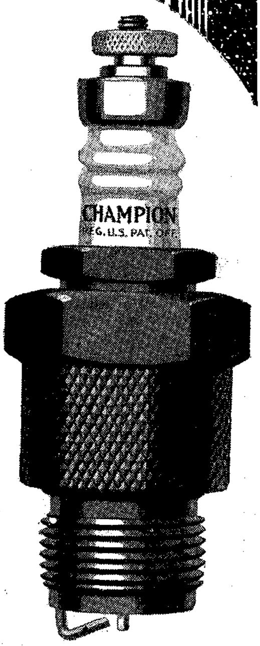

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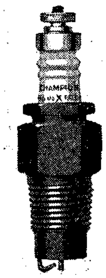


GLIMPSES OF SUMMER PLAYGROUNDS—*Continued*

intersecting Mariposa Big Tree Groves, Arrowhead and Big Bear Lakes and disclosing wondrous views. Northward through the great valley between the Sierras and Coast Ranges is the motor road providing connections with General Grant and Sequoia National Parks, Pinnacles National Monument, the Yosemite and Lake Tahoe, Sacramento the State Capital, and terminating finally at San Francisco via Stockton, Byron Springs and Oakland.

Northward from San Francisco to the Oregon State line extends the Redwood Highway through Santa Rosa, Ukiah, Eureka and Crescent City, for many miles under a canopy of redwoods.

CALIFORNIA CITIES

From San Francisco and Sacramento southward to Los Angeles and San Diego are cities and towns which rank high in the many items of interest for California visitors. San Francisco, one of the Pacific's important ports, is famed among American cities for its cosmopolitan atmosphere, its many unusual sights and interesting environs. It is the tourist headquarters for the northern and central gateways to California. In its Chinatown and Latin Quarter, Telegraph Hill, are replicas of old-world scenes. The Seal Rocks, the landscaping of Golden Gate Park, the Presidio and the Cliff House are objectives to those who make the city's acquaintance, while in the environs are excursions in almost every direction, including among others those to Oakland, across the Bay; Berkley with its University of California; Palo Alto in the Santa Clara Valley, seat of Leland Stanford University; San José, from which one may motor to the Lick observatory on Mt. Hamilton; Mount Tamalpais and the Muir Woods, etc. North of San Francisco on the route of the Northwestern Pacific Railway and the famous Redwood Highway is a summer resort region gaining rapidly in popularity.

Between San Francisco and Los Angeles are a series of cities or towns either fronting or close to the ocean including Monterey, reminiscent of Spanish rule; Del Monte the beautiful; Carmel, the delight of artists; Santa Cruz, called the "Atlantic City of the West Coast"; Santa Barbara, about which rests the glamour which is distinctly of California and Los Angeles, the Southern metropolis.

Los Angeles, like San Francisco, is rich in its own interesting sights and in side trips to surrounding points. Los Angeles is a city of beautiful palm-shaded parks and superb residential districts. Near by is Hollywood of world-wide film fame; the chain of ocean beaches already referred to; Mount Lowe in the high Sierras; Mount Wilson with its observatory having the world's largest telescope; Griffith Park, a 3,000-acre recreation area from which rises Mount Hollywood; Pasadena, the city of roses; Santa Catalina Island, a sail of thirty miles off shore from Los Angeles Harbor. Close to the Mexican line is San Diego, another southern gateway, with its famous beaches previously referred to, its historical associations, Balboa Park, and neighboring Cabrillo National Monument at Point Loma.

California Gateways: The northernmost rail approach is by the Shasta Route of the Southern Pacific System making it convenient to combine with the California trip a visit to the wonders and cities of the Pacific Northwest. The central routes include those of the Ogden Route via Sacramento *of the same system in conjunction eastward with* the Overland Route of the Union Pacific and the Feather River Canyon Route of the Western Pacific, connecting east of Salt Lake City with the Denver and Rio Grande Western. Leading to or from Los Angeles are the Union Pacific route from Salt Lake with side trip to Zion National Park, the Sante Fe Route with side trip to the Grand Canyon, and the Southern Pacific Sunset Route from New Orleans. Each of these two latter systems links the cities of Los Angeles and San Francisco via the Central Valleys, while the Southern Pacific also provides a coast line between these points. The far southern rail gateway is via the Carriso Gorge scenic route diverging from the Sunset Route at Yuma and terminating at San Diego. Steamship routes include those of the Panama Pacific Line and the Pacific Mail Steamship Line between New York and San Francisco calling at Los Angeles Harbor, and the Dollar Steamship Line reaching the same ports in its round-the-world route. Trans-Pacific Steamship routes to or from California ports are listed in the table elsewhere. Coastwise service between San Francisco, Los Angeles and San Diego is afforded by the Los Angeles Steamship Company.

THE PACIFIC NORTHWEST

The Oregon country which Lewis and Clark, blazing the way of civilization westward, opened to the United States, includes the States of Oregon, Washington and Idaho. It is the realm of the Pacific Northwest containing our newest large cities; harbors teeming with commerce; lakes, bays and rivers; vast forests of evergreens reaching up to the snowclad sky-line of the Cascades. From the tourist standpoint it offers many delights from ocean bathing beaches to mountain climbing and touring over superb motor highways. The climate is free from excesses of heat or cold; the air is clear and bracing.

WASHINGTON

The Puget Sound region is one of the most attractive of any coastline West or East. The ocean indentions are numerous and the inland regions a natural wonderland of forest, lake, stream, waterfall and mountain. On the Olympia Peninsula there are bathing beaches, in the interior, excellent fishing. Washington is proud, too, of her 50,000 miles of scenic highways. Seattle, overlooked by Mount Baker, is her great ocean gateway for steamship routes to Alaska and the Orient. Into this city also focus numerous transcontinental rail routes, including the Chicago, Milwaukee and St. Paul, Great Northern, Northern Pacific Systems. Tacoma is another progressive modern city with many points of interest, and with Seattle the gateway to Mt. Rainier National Park.

Spokane, fifty years ago an Indian trading post, is an important hub of rail traffic and a city of imposing business structures. From it radiate motor roads to innumerable natural attractions, including the Cœur d'Alene Lake region of Idaho. In southwestern Idaho is located the Craters of the Moon National Monument containing remarkable lava formations and reached from Arco on the Union Pacific System.

MT. RAINIER NATIONAL PARK

This park, altho including only eighteen square miles, includes the crowning mountain glory of the Northwest, Mount Rainier, rising skyward 14,408 feet, the third loftiest peak in the United States. John Muir considered it "of all mountains which, like beacons, once blazed along the Pacific Coast, the noblest." It wears ever a glacial mantle with an area of about forty-eight square miles, from which radiate on all sides innumerable ice streams and fourteen rivers. Once an active volcano, it is now dormant, and below the ice-line and surrounding the glaciers flourish natural gardens of gorgeous wild flowers. Below altitudes of 4,000 feet there are dense forests of timber and canyonlike valleys. The main entrance to the park is through two of these deep indentions, the wild Nisqually Canyon and the Paradise Valley via Longmire Springs, the headquarters.

Access: The main gateway is at Nisqually River in the southwest corner, 56 miles from Tacoma, 96 miles from Seattle. Transportation from Seattle and Tacoma is afforded by motor-stages; also by motor-stages from Ashford at rail head of the Chicago, Milwaukee and St. Paul route from both these cities. Connection is made at Seattle or Tacoma with the Great Northern, Northern Pacific and Union Pacific Systems. The Northwestern rail gateway is from Fairfax on the Northern Pacific System, a few miles from the Carbon River entrance. On the East is the White River entrance by the McClellan Pass State highway.

OREGON

Portland, from whose skyscrapers we may look upon the snowy summit of Mount Hood, is headquarters for the Columbia

River country and another important port of the Pacific Northwest. It is the gateway for the scenic Columbia River Highway; Tillamook ocean beaches; Klamath Lakes and Willamette Valley, Crater Lake National Park attractions. It is also another point into which numerous rail routes focus. Portland is the northern terminus of the Southern Pacific's Shasta Route, the connecting link between the Pacific Northwest and California. Here also arrive or depart trains of the Great Northern, Northern Pacific, and Portland is the terminus of the Oregon Short Line route of the Union Pacific System.

CRATER LAKE NATIONAL PARK

This national reservation encloses 249 square miles in the heart of the Cascade Range of Southern Oregon. Its central point of interest is the lake which fills the crater of an immense prehistoric volcano, which geographers have named Mount Mazama. The diameter of the lake is six miles and its depth reaches 2,000 feet. There is no tributary and no known outlet. It is believed, however, that there may be subterranean channels which may reappear as surface waters in the Klamath Lake region. The lava shores of the lake are exquisitely sculptured, the waters are of indescribable blue, the entire scene forming a spectacle of extraordinary beauty. A motor road encircles the rim, disclosing many charming views. The headquarters are at Crater Lake Lodge.

Access: The park is reached via the Southern Pacific System in connection with motor stages. Rail tickets to the park are sold via Klamath Falls or Medford, the western gateway.

OREGON CAVES NATIONAL MONUMENT

Great limestone caverns in southwestern Oregon have been included in this national reservation, reached from Ashland or Grant's Pass on the Southern Pacific System.

SUMMER TRIPS TO ALASKA

Alaska, our last frontier, with regions of natural grandeur unrivaled elsewhere on the continent, is attracting each summer a rising tide of tourist travel.

There is no better way to comprehend Alaska's diversity of scenic and other attractions than by traversing the Great Circle Route which enters the Territory at one port, intersects the interior regions and permits the tourist to leave by another port. All of Alaska that may be seen by the average tourist is disclosed in the itinerary of this pathway.

While it may be followed in either direction, the preferable entrance is at Skagway, which is entered after a one-thousand-mile voyage from Seattle or Vancouver through the winding channels and past the innumerable islands of the enchanting Inside Passage. Skagway, at the head of Lynn Canal, was the scene of the famous Gold Rush of '97 for the White Pass ascent and on to the Klondike gold-fields. Here the tourist boards the train of the White Pass and Yukon Railway, ascending through impressive scenery of the Sawtooth Range to the summit, an elevation of 2,885 feet.

Yukon Territory is then entered, Lake Bennett skirted, and at Carcross, 67 miles from the coast, the wise traveler will make the side trip to the wondrous Atlin Lakes. This region is one of incomparable beauty, and here may be visited the great Llewellen Glacier. Returning to the railway the trip is resumed to the terminus at White Horse, 110 miles from Skagway.

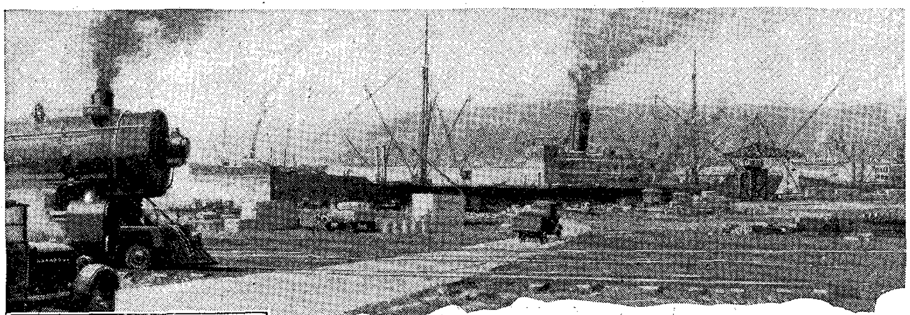
We are now beside the headwaters of the mighty Yukon River. Steamer is boarded for the exciting voyage down its rapids 461 miles to Dawson, a transfer point for steamers continuing on to Tanana. At this point the Tanana River boat is boarded for Nenana, a station on the United States Government-built and controlled Alaska Railroad.

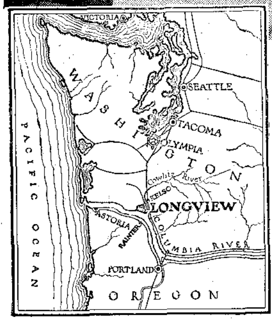
From this town it is a trip of only sixty

Where Rail, Water and Highway Meet

LONGVIEW

Washington





This illustration, while typically representative of present activities at the Longview docks, is an artist's conception of the scene and is not made from a photograph.

Offers ten essentials of successful industry

Longview has all the essentials to make a city, and its foremost asset is Transportation—three trans-continental railways, the Northern Pacific, the Union Pacific and the Great Northern; the Columbia River with its ocean-going commerce to the leading ports of the world; two internationally famous paved highways—the Columbia River Highway and the Pacific Highway—and a third, the Ocean Beach Highway, now being built. Longview is 50 miles northwest of Portland, 50 miles east of the Pacific Ocean and 135 miles south of Seattle.

LONGVIEW, Washington, has grown from nothing to a permanent, modern city of more than 7,000 population in less than two years' time without the use of "boom methods!" From the beginning, those who founded the enterprise asked nothing more of investors than that they make their *own* careful investigation.

Investigation first led The Long-Bell Lumber Company to this broad valley at the confluence of the Columbia and the Cowlitz Rivers, halfway between Portland and the Pacific Ocean. A great lumber manufacturing plant was erected, and now a second large unit is being built.

Other great industries and investors saw Longview begin to grow and sent their experts to investigate. Hence, the recent announcement by the Weyerhaeuser Timber Company, largest private timber holders in the United States, that it, too, has selected Longview as the site for one of its great manufacturing plants.

Now comes the Fleishhacker banking interests of San Francisco and purchases the control of the Longview National Bank founded in May, 1923, and today with resources of $932,000.

Last summer Longview had, it is estimated, more than 200,000 visitors. This year the young city expects a larger number. There is more to see now—a bee-hive of city development and building involving millions of dollars—the dramatic spectacle of a city being built before your eyes.

Summer railroad rates of approximately one-half fare for the round trip to Longview and other Pacific Northwest cities in effect May 15. Stop-over privileges are easily arranged by consulting ticket agents or railway conductors.

The Longview Company, Longview, Wash.

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9—A beautiful city with all modern conveniences.
10—Community spirit.

MONTHLY PAYROLLS
$800,000
Longview's payrolls will aggregate $800,000 a month as early as July, it is conservatively estimated.

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Gentlemen: Please send me literature concerning the new city of Longview. I am particularly interested in its opportunities for. (*Make a check mark in the square*)

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GLIMPSES OF SUMMER PLAYGROUNDS—*Continued*

miles to the northern terminus of the railroad at the busy and rapidly growing city of Fairbanks. The distance from Fairbanks to the coast is 470 miles. There are two alternative routes: First, is the all-rail route of the Alaska Railroad, a two-day trip, passing Mount McKinley National Park. From this immense reservation, including 2,645 square miles of untouched nature, towers Mount McKinley, America's highest peak. Camping facilities and rail trips are available at the gateway, McKinley Park Station. The scenery from this point on continues with constant grandeur through the Susitna River Valley to Anchorage at the head of Cook Inlet, thence across the Kenai Peninsula to the ocean port of Seward, where the return steamer is boarded for the 1,800-mile voyage back to Seattle. The alternative route from Fairbanks to the coast is by motor-car over the Military Road to the port of Valdez, on the coast, 1,600 miles from Seattle, or from Fairbanks over the same motor route to Chitina on the Copper River and Northwestern Railway, thence to this railway's ocean port and terminus at Cordova, on Prince Edward Sound, where steamer may be also taken for Seattle, about 1,600 miles distant. The Great Circle Tour occupies about three weeks.

For the tourist who desires to get far off the beaten path, there is the long journey down the Yukon to St. Michael, 2,000 miles from its headwaters, thence over the long steamer route to Seattle. For these hardy travelers there is also a trip to the weird volcanic region of the Katmai National Monument, containing the mysterious Valley of Ten Thousand Smokes, and reached from Kodiak, a port on the Alaska Peninsula.

There are other ports in Alaska of unusual interest than those already named. Ketchikan is one of the oldest towns. Near Ketchikan tourists may visit the Old Kassan National Monument, enclosing an abandoned Indian village with numerous totem-poles. At Wrangell several totem-pole villages may be visited. Near Petersburg steamers enter the Taku Inlet for view of the great Taku Glacier. Sitka is the Russian capitol of olden times. Near here are Sitka Hot Springs and the Sitka National Monument with its interesting totem-pole collections and natural park.

While the Great Circle Alaska trip is the greatest experience the tourist may obtain in this north country, there are other attractive trips occupying less time and covering less distance. Among these there is the southeastern Alaska tour from Seattle or Vancouver including Ketchikan, Taku Glacier, Juneau, Skagway, Lake Bennett, White Horse, The Yukon, Dawson, Klondike, Lake Atlin, and Llewellen Glacier, and occupying about a fortnight. The southeastern Alaska tour includes Ketchikan, Wrangell, Juneau, Cordova (with side trip over Copper River and Northwestern Railway to Child's Glacier and Kennecott), Richardson Highway trip to Fairbanks, thence returning by Alaska Railroad to Seward via Mt. McKinley National Park, and by steamship to Seattle. This route may be covered in about twenty days.

Access: Alaska Steamship Company operates in three divisions. First, Southwestern Route, Seattle to Seward, calling at Ketchikan, Wrangell, Juneau, Cordova, Valdez and Latouche; second, Southeastern Route, Seattle to Skagway, calling at Ketchikan, Wrangell, Petersburg, Sitka, Douglas, Juneau and Haines; third, Bering Sea Route, Seattle to Nome or St. Michael. The Pacific Steamship Company (Admiral Line) operates over two routes, first, Southwestern, Seattle to Seward, calling at Ketchikan, Petersburg, Juneau, Yakutat, Cordova, Valdez and Kodiak; second, Southeastern, Seattle to Skagway, calling at Ketchikan, Wrangell, Petersburg, Juneau and Sitka. Canadian Pacific British Columbia Coast Service, Victoria and Vancouver to Skagway, calling at Alert Bay, Prince Rupert, Ketchikan, Wrangell and Juneau. *Canadian National Railway Steamships*, Vancouver to Skagway, calling at Prince Rupert, Ketchikan, Wrangell and Juneau.

HAWAII, OUR PACIFIC OUTPOST

The recent Army-Navy maneuvers in and about our mid-Pacific territory have served several excellent purposes other than to demonstrate its defensive strength. They have directed intensive interest of the American public upon this important part of United States domain and they have reminded numerous otherwise intelligent citizens of the mainland that the Hawaiian Islands are just as much a part of the United States as Alaska or Illinois.

Hawaii from the tourists' standpoint is an all-the-year-round objective. Honolulu temperatures show a yearly average of remarkable uniformity, and during all seasons the wide divergences of altitudes found on each of the islands afford almost every range of climate. Always is the ocean voyage from San Francisco, Vancouver, Seattle or Los Angeles delightful.

Four principal islands claim the tourists' interest, including: Island of Oahu with the city and county of Honolulu; Island of Kauai, the Garden Isle; Island of Maui, containing one section of the Hawaii National Park; Island of Hawaii with the great volcanoes Mauna Kea, Kilauea and Mauna Loa in other portions of the Park.

If Honolulu is the port of arrival, the visitor's enjoyment of Hawaii will begin with sightseeing trips about this American-Oriental city and its environs. There is famous Waikiki Beach; Pearl Harbor Naval Station of which we have read so much of late; Punchbowl Crater; The Pali; the Coral Gardens of Haleiwa; new Tantalus Drive, etc. The Hawaiian tourist who confines his visit to Oahu will receive only a partial idea of the wonders of the Territory however. Inter-island trips should be included. These have been carefully arranged by the Inter-Island Navigation Company and the Hawaii Tourist Bureau.

It is an overnight sail to the Port of Lihue, Island of Kauai where the remarkable natural formations include: Motor trip to Waimea Canyon; drive to the Barking Sands or Olokele Canyon; returning via Kukuiolono Park, and Spouting Horn to Lihue; motor to Hanalei and Caves of Haena.

Southeast from Oahu about midway between it and the Island of Hawaii lies Maui, the chief port of which is Kahului. From here extends the trip to the summit of Haleakala, elevation 10,000 feet, included in the Hawaii National Park. On this island also is the beautiful Iao Valley.

The Island of Hawaii, which is reached by an overnight sail from Honolulu to Hilo, the leading city and port, is the largest of the Hawaiian group. It is crowned by lofty volcanic peaks including the great living crater of Kilauea, reached conveniently by motor road from Hilo and one of the world's most amazing and impressive natural spectacles. Kilauea and its neighboring mountain, Mauna Loa, are both included in areas of the Hawaii National Park. From Hilo is a favorite tourist route which leads to the scenic Hamakua Coast and other natural wonders.

Tourists may obtain detailed information on every feature of the Hawaiian trip from the Hawaii Tourist Bureau, San Francisco or Honolulu, from the Matson Navigation offices in these cities, and from the Los Angeles Steamship headquarters at Los Angeles or Honolulu.

Access: Three steamship routes connect the mainland with Hawaii, including those to or from San Francisco, Seattle and Los Angeles. There is also direct service between Hawaii and British Columbia. The following sailings are provided: Between San Francisco and Honolulu (with fortnightly calls at Hilo, Island of Hawaii, and Kahului, Island of Maui), weekly sailings are made by the Matson Navigation Company's fleet. Over a triangular route from Seattle to Honolulu, returning to Seattle via San Francisco, monthly sailings are provided by the same line.

Sailings between Los Angeles and Honolulu are provided by the Los Angeles Steamship Company's vessels. From Vancouver, British Columbia, passengers are booked to Honolulu by vessels of the *Canadian Australasian Royal Mail Route* to South Sea ports. Stopovers at Honolulu are available also on the Oceanic Steamship Company's San Francisco-Australia route and also by *the Pacific Mail Steamship*, The Dollar Line, and the Toyo Kisen Kaisha fleets, operating between San Francisco and the Orient.

CANADIAN SUMMER PLAYGROUNDS

The international boundary line becomes only imaginary so far as the natural attractions of the United States and Canada are concerned, and the two peoples interchange freely and without hindrance. Across the Dominion, as over the span of our own country, are summer playgrounds.

For years the Maritime Provinces, largely and often entirely surrounded by water, indented with numerous bays and fiords and containing labyrinths of inland waterways, have been the favorite haunts of vacationists and sportsmen from the United States and Canada.

NEW BRUNSWICK

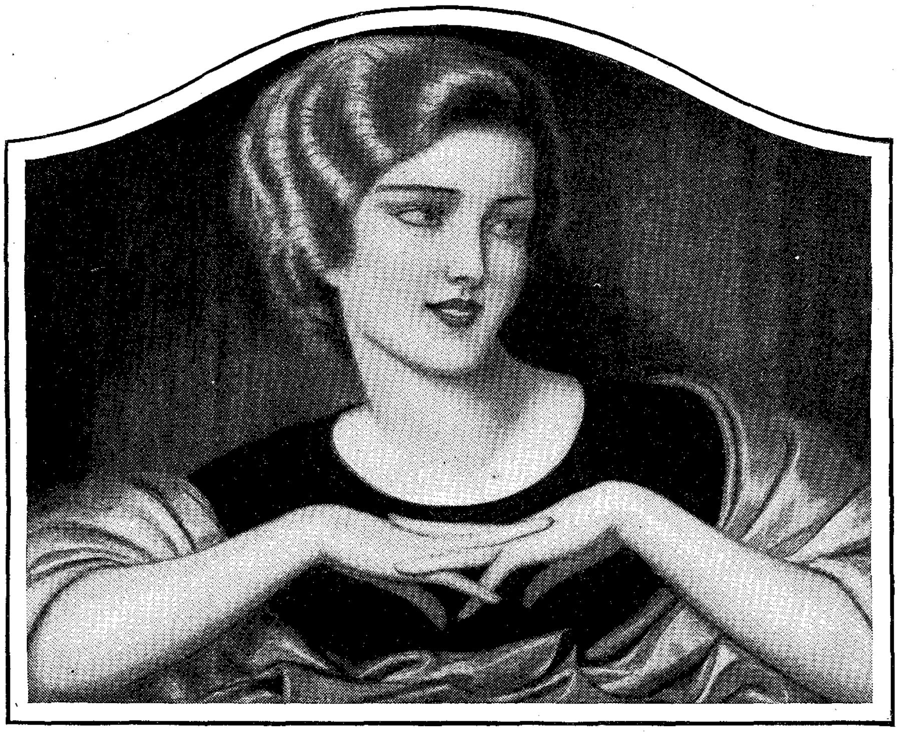
Nature has provided this Province with an infinite variety of charm, embracing forest, river, stream, seashore. In the interior are vast areas, forest-clad and intersected by innumerable waters. On the northeast is the great Bay Chaleur, and on the east and south an indented coast-line with natural wonders, including tidal bores and reversing falls. A diversity of recreation is available. New Brunswick is sometimes styled "The Sportsman's Paradise." There is big-game hunting, and fresh- and salt-water fish in profusion. Indeed, the Restigouche is considered one of the best fishing rivers of the continent. Scenically there are few lovelier regions than the Miramichi, Kennebecasis or the St. John River Valleys. Prominent in the list of attractive places for the summer vacationist are Grande Anse and Campbellton on Bay Chaleur; Chatham on Miramichi Bay; Moncton with its tidal bore; Saint John on the site of which Champlain and Desmonts set foot in 1604; St. Andrews with a famous golf course, and Fredericton charmingly located on the St. John River.

Access: New Brunswick is accessible by the two great Canadian Railway *Systems, the Canadian* National Railways and the Canadian Pacific Railway and their United States connections. The government lines serve the north, central and southern regions, while the Canadian Pacific enters the Province from Maine, terminating at Saint John with its steamer connection there for Digby, Nova Scotia. Direct steamship service between Boston and Saint John is afforded by the International Line of the Eastern Steamship Company.

NOVA SCOTIA MAINLAND

"The Land of Evangeline" contains one thousand miles of curving sand beaches, lofty promontories, hills wooded with pine, hemlock, spruce, inland lakes and many acres of apple orchards. The summer climate is famous for its sea breezes and balsam-laden air. Historically, it is often termed "the cradle of American history." Here landed the Norsemen before the voyage of Columbus. Here stands Annapolis Royal, oldest European settlement north of the Gulf of Mexico. Here is Grand Pré and the immortal scenes of Evangeline; Louisburg, the "Gibraltar of America," and the ruins of Amherst's ancient fortifications. Among many places favored by tourists are Amherst in the center of historic country; Parrsboro on the Basin of Minas; Truro, rail crossroads; Pictou, port of departure for Prince Edward Island; Halifax, the interesting capitol; Lunenberg, Bridgewater and Liverpool, Atlantic Coast resorts; Yarmouth, steamship gateway from Boston; Digby, steamer gateway from New Brunswick; Annapolis Royal of historic fame; Grand Pré and Wolfville in the Evangeline country. A memorial park has been created at Grand Pré. The old church of St. Charles, which was destroyed when the Arcadians were banished, has been rebuilt on the same site as a Memorial Chapel to which annual pilgrimages are made, by the Societie de la Assomption and other tourists. A bronze statue of Evangeline also has been erected in the park.

Access: The approach is by either rail or water, overnight from Boston, twenty-four hours from New York or Montreal. The all-rail route is by *Canadian National Railways* and their United States connections. The gateway of the Canadian Pacific Railway with United States connections is via steamer from Saint John, New Brunswick, to Digby, thence to Yarmouth, Evangeline Country, Wolfville, Truro and Halifax in connection with its subsidiary line, the Dominion Atlantic Railway.



How to guard your teeth from Acid Decay and your gums from Pyorrhea

The gums thin out to a delicate edge where they meet the teeth. If you look closely, you can see the tiny V-shaped crevices formed by the union of the teeth and gums. You will find these tiny crevices on the outside of the teeth, in between the teeth and in back of the teeth. They form The Danger Line.

The greatest caution is necessary to keep this thin, delicate edge of gum tissue intact. A tooth-brush that is too stiff, a dentifrice containing powerful astringents, gritty abrasives or strong antiseptics will cause irritation of this gum edge. Then the gums recede from the teeth and the V-shaped crevices widen.

Food collects in these tiny crevices of The Danger Line. There it ferments and forms acids which lead to Acid Decay—sometimes to Pyorrhea. To safeguard your teeth and gums, you must neutralize these acids as they form.

Only proper care of the gums at The Danger Line will prevent Pyorrhea—*for Pyorrhea cannot occur as long as the fine, thin edge of gum tissue remains intact and free from infection.*

Squibb's Dental Cream provides a sure, safe means for protecting the teeth and gums at The Danger Line and elsewhere. For Milk of Magnesia, from which Squibb's Dental Cream is made, has long been recognized by physicians and dentists everywhere as the safest as well as the most effective product known for correcting these conditions in the mouth.

Squibb's Dental Cream soothes and strengthens the gums and protects them from the acids which cause irritation and thus invite infection. It safeguards the teeth from Acid Decay, keeping them clean and attractive. When you use Squibb's Dental Cream, made with Squibb's Milk of Magnesia, tiny particles of it are forced into all the crevices and fissures of your teeth which are inaccessible to any tooth-brush. There it remains, neutralizing the acids as they form—preventing Acid Decay—protecting the gums.

Millions are turning to this safe, effective protection for their teeth and gums. Buy several tubes to-day.

SQUIBB'S DENTAL CREAM

Made with Squibb's Milk of Magnesia

SQUIBB'S MILK OF MAGNESIA—*The Standard of Quality*—from which Squibb's Dental Cream is made—is recommended by physicians everywhere. It may be purchased in large and small bottles from your druggist. If you have not used Squibb's Milk of Magnesia, we urge you to try it and note its definite superiority—its entire freedom from earthy, alkaline taste.

©1925

The "Priceless Ingredient" of every Product is the Honor and Integrity of its Maker

$25,000.00 *in* 508 *Cash Awards*

First Award, $2000.00; Second Award, $1500.00; Third Award, $1000.00, and 505 other awards in amounts from $500.00 to $25.00.

Squibb Educational Contest

Each advertisement of E. R. Squibb & Sons has an educational purpose. It gives information which, if followed, will lead to better health. To help accomplish this purpose, we will distribute $25,000.00 in cash awards among 508 contestants who give the best answers to eleven questions.

Ten of these eleven questions appear in this column. The eleventh and last question will be announced on Saturday, October 24, 1925.

Squibb advertisements relating to this contest will appear in *The Saturday Evening Post, The American Magazine, The Literary Digest, The Ladies' Home Journal, Woman's Home Companion, Good Housekeeping* and *Hygeia Magazine.* They also appear in leading newspapers throughout the United States.

The Questions

Notice that none of the contest questions is difficult to answer, nor does the answering of them require professional or technical knowledge. You can get the information you need to answer these questions from Squibb advertisements—follow them regularly.

1. What is "The Danger Line" in the mouth? Why is it so called?
2. How can you best guard your teeth against Acid Decay, and your gums against Pyorrhea and thus maintain your general health.
3. What is the important constituent of Squibb's Dental Cream? Why is it so important?
4. Why should a dental cream be free from grit or similar abrasives?
5. Why do antiseptics or germ-destroying chemicals in a dental cream give a false sense of security?
6. Why should a dental cream be free from astringents and other substances harmful when continually used in the mouth?
7. Why is a correct dentifrice of the utmost importance in the care of children's mouths?
8. Why should you have in the family medicine cabinet only such products as are approved by your physician?
9. State one or more points of superiority in each of the following products: Squibb's Milk of Magnesia, Squibb's Castor Oil, Squibb's Cod-Liver Oil, Squibb's Epsom Salt, Squibb's Bicarbonate of Soda.
10. Why is it important to consider the "Priceless Ingredient" before you buy?

The Awards

1st	award	$2,000.00
2nd	award	1,500.00
3rd	award	1,000.00
2	awards of	500.00 each
3	awards of	250.00 each
50	awards of	100.00 each
100	awards of	50.00 each
350	awards of	25.00 each
508	awards totaling	$25,000.00

100 Special Awards of $25.00 each

One hundred of the $25.00 awards will be set aside for the 100 contestants who give the best answers to any one question. Winners of the general awards will not be eligible for these special awards. Thus you may answer only one of the eleven questions, or if you answer all or any number of the eleven questions, and your answers as a whole do not win a general award, you have a chance to win one of these special awards.

Helpful Facts in FREE Booklet

We have prepared a new booklet, entitled "The Squibb Educational Contest." This little booklet is filled with interesting and helpful information, which we believe will be of value to you in answering the questions in this contest. It also contains the conditions of the contest. You should have this booklet. We shall be pleased to mail you a copy free of charge as soon as it comes off the press. To assure receipt of your copy at an early date, we suggest that you mail the coupon below at once.

CONTEST EDITOR, E. R. SQUIBB & SONS
P. O. Box 1132, City Hall Station, New York City

Please send me a copy of your free booklet, "The Squibb Educational Contest." 10-AA

Name..

Street..

City..

State..........................Date................

ORANGE BLOSSOM

ORANGE BLOSSOM wedding and engagement rings are hand chased by skilled workmen and fashioned of hard iridio-platinum, or fine gold. When jeweled they are set with the finest diamonds. It is only natural that they should be chosen by people of discrimination as representing the last word in style and the ultimate in jeweler's skill. Every genuine Orange Blossom ring carries the Traub trade mark. To insist on it guarantees you full value and lasting satisfaction.

Sold exclusively by reliable jewelers. All styles—$12.00 and up. Write for free style booklet giving the interesting history of wedding rings.

TRAUB MANUFACTURING CO.
DETROIT, MICHIGAN
New York, 576 Fifth Ave. Windsor, Ont.
San Francisco, 704 Market St.

TRAUB
GENUINE Orange Blossom RINGS
Bear these Marks ORANGE BLOSSOM Trade Mark

GLIMPSES OF SUMMER PLAYGROUNDS—*Continued*

Other points in Nova Scotia are reached by the Canadian National Railways. Water routes include the Boston and Yarmouth line of the Eastern Steamship Company and the Munson Line between Boston and Halifax; Red Cross Line, New York to Halifax, and summer cruises of the Furness Bermuda Line calling at Halifax.

CAPE BRETON ISLAND

The coast scenery of this portion of Nova Scotia Province, especially in the northwest, is of ragged grandeur, while inland are mountains, rivers and fresh-water lakes. Cape Breton's crowning scenic glory is the famous Bras d'Or Lakes, dividing the island in half. The Great and Little Bras d'Or are miniature inland seas, almost land-locked and surrounded by forest-clad mountains. They afford a series of pictures which are the inspiration of artists and nature lovers. The climate is invigorating and recreation includes Tuna fishing in St. Peter's and St. Anne's Bays, trout fishing inland, and unsurpassed yachting facilities. Among favorite vacation centers are the Sydneys, Marbou, Arichat, Whycocomagh, Baddeck and Louisburg with its historic ruins.

Access: Rail communication is via Canadian National Railways to Mulgrave on the mainland, thence by car ferry across the Strait of Canso (14 miles) to Port Hawkesbury, thence to all parts of the island by the same system.

PRINCE EDWARD ISLAND

"The Garden of the Gulf," as it is designated, is famed for its pastoral beauty, with picturesque seascapes and verdant inland meadowlands. Climatically, the conditions resemble closely those of Nova Scotia. Among the pastimes are trout fishing in inland rivers and streams, yachting, surf bathing, and visits to the world's most famous silver and black fox farms. Charlottetown, facing a beautiful harbor, is the capital. Westward are attractive Summerside on Bedeque Bay, and near North Cape, Tignish. In the eastern region are Murray Harbor, Montague, Georgetown, Fortune Bay and Souris.

Access: The principal gateway is by Canadian National Railways to Cape Tormentine, New Brunswick, thence across Northumberland Straits (9 miles) by car ferry to Borden and National Railway, bisecting the island. Another approach is from Pictou, Nova Scotia (Canadian National Railway), thence by coasting steamers to Charlottetown, Souris and other points.

NEWFOUNDLAND

The four-thousand-mile coast-line indented with numerous fiords is comparable to Norway. One-third of the interior is occupied by innumerable lakes. Rivers ranging in length from seventy to two hundred miles, mountains rising to altitudes of 12,000 feet and vast forests of fir, pine, maple and birch form a region favored by sportsmen. Game and fish are found in profusion. The summer climate is uniformly cool and invigorating. "Newfoundland" was first visited by white men when John and Sebastian Cabot landed on its shores in 1497. In 1583 Sir Humphrey Gilbert arriving at the present site of St. Johns, the leading harbor, took possession in the name of Queen Elizabeth. In 1762 St. Johns was alternately in the hands of the French and British. Newfoundland is now a Crown Colony. Among the objectives of summer tourists are St. Johns on a majestic harbor; Placentia, ancient French capital; Bonavista, Port Blanford and Terra Nova in the east coast region; Grand Lake, Deer Lake, Bay of Islands and St. Georges in the western territory.

Access: The main gateway is via Canadian National Railways to North Sydney, Cape Breton Island, Nova Scotia, thence by Newfoundland Government Steamer Line to Port Aux Basques, an overnight trip, three sailings weekly. From Port Aux Basques rail service through the interior is provided by the Newfoundland Government Railway. Direct steamship service between New York, Halifax and St. Johns is given by Red Cross Line and between south and east coast ports by local steamers. Service also provided between Boston, Halifax and St. Johns by Munson Line.

LABRADOR

The coast of this far-flung Northland is indented with a succession of deep fiords flanked by rocky cliffs towering from 2,000 to 3,000 feet above the sea. While the interior regions are little explored and inaccessible, summer travelers will find the coast settlements of white fishermen, Indians and Eskimos of unique interest. Labrador is governed by the Dominion of Newfoundland.

Access: The cruise to Labrador begins at St. Johns, Newfoundland. Two routes are available. The Red Cross Line route skirts the eastern Newfoundland coast with calls at about thirty ports, thence across the Straits of Belle Isle to Battle Harbor, Labrador, thence along the Labrador coast to the port of Nain, the round trip occupying about twelve days. Another route is that from St. Johns by Red Cross Steamship, calling at West Coast Newfoundland ports as far as Bonne Bay, thence by Newfoundland Government Railway Steamship Line direct to Battle Harbor.

THE ST. LAWRENCE VALLEY

History, scenery and racial characteristics combine to make the St. Lawrence one of the continent's most fascinating waterways. A cruise from Toronto to its headwaters and thence to its meeting with the sea, including its tributary, the Saguenay, is an unforgetable experience.

THOUSAND ISLANDS REGION

Manatoana, "The Garden of the Great Spirit," includes a myriad of islets and islands set in the robins-egg blue waters of the St. Lawrence, now occupying the less descriptive title of The Thousand Islands. At Clayton and at Alexandria Bay the waters are animate in summer with beautiful yachts, and between yachting trips and fishing there is ample recreation.

Access: Steamers of the Canada Steamship Lines operated over the Toronto-Prescott Division, forming a link in the route to Montreal, Quebec and the Saguenay River, after leaving Kingston, Ontario, traverse the Thousand Island section of the St. Lawrence, calling at Clayton, Alexandria Bay and Brockville. The rail gateways include Clayton (with steamer connection for Alexandria Bay) on the New York Central Railroad, and Kingston, Gananoque and Brockville on the Canadian National Railways.

PRESCOTT TO MONTREAL

The rapids section of the St. Lawrence River lies between Prescott and Montreal, distance 125 miles. River travelers eastbound transfer from the through Toronto steamer at Prescott for the special rapids vessel, operated between here and Montreal. The eight rapids descended include the Galops, Rapids-du-Plat, Long Sault, Coteau, Cedar, Split Rock, Cascades, and just before reaching Montreal, the Lachine.

Access: Passage over this part of the river is by steamers of the Canada Steamship Lines in their route between Toronto and the headwaters of the Saguenay River.

MONTREAL TO QUEBEC

Founded by Paul de Chomedy, Sieur de Maisonneuve in 1642 as the religious community of Ville-Marie, Montreal fought her way through Indian siege and white men's battles until she rose to be the first city of the Dominion, and now is its commercial capital. Altho becoming more and more cosmopolitan, the spirit of the French founders is still predominant. Of special interest to the visitor are the city's historic and magnificent churches, including Notre Dame de Bonsecours, built in 1657, The Church of Notre Dame, St. James Cathedral. The Chateau de Ramesay and Mount Royal Park should not be omitted from sightseeing trips. From Montreal to Quebec both shores have a succession of towns, each with its tall church spire, including Sorel at the mouth of the Richelieu River; Three Rivers and Batiscan on the north shore. Quebec, upon whose heights Samuel de Champlain raised the flag of France in 1608, and later to be baptized with the blood of two armies, is a city of rare charm and interest. The Lower Town with narrow winding streets, lined with ancient stone buildings, has the atmosphere of the Old World. On the heights is the Citadel, Canada's most important military station, and here too, is the Dufferin Terrace with its imposing Chateau Frontenac, tourist headquarters of this unusual city.

Access: Between Montreal, Sorel, Three Rivers, Batiscan and Quebec ply the steamers of the Canada Steamship Lines. On the north shore is the route of the Canadian Pacific Railway and on the south shore the Canadian National Railways each with their United States connections. Through car service to Montreal is provided from the States by the Delaware and Hudson, Rutland and New York Central, Central Vermont and New Haven Systems; to Quebec by New York Central and New Haven Systems

QUEBEC TO THE SAGUENAY

From the Citadel, crowning the heights of Quebec, to the picturesque mouth of the Saguenay River, the St. Lawrence flows through the heart of French Canada. On the north shore are the bold headlands of the Laurentians, with occasional quaint Canadian villages nestling against the heights. On the south shore are wooded hills lined with other settlements. Each mile toward the sea the river widens until it is sixteen miles from shore to shore opposite the Saguenay. Points of interest on the north shore include the spectacular Falls of Montmorency, higher than Niagara, and the sacred shrine of St. Anne de Beaupre, near Quebec; Baie St. Paul, its church steeples rising between lofty promontories; Eboulements on the mountainside; St. Irené, a favorite summering place; Murray Bay with its imposing Manoir Richelieu, where aristocracy assembles each summer in vivid contrast to the neighboring village of La Malbaie; Cap à l'Aigle of magnificent views; St. Simeon in the Bay of Rocks and incomparable Tadousac with its modern hotel and its ancient town whose history goes back to the earliest pages of the white man's arrival upon the continent. On the south shore are numerous vacation places, including Montmagny and St. Jean, charmingly situated; St. Anne de la Pocatieve, opposite Baie St. Paul; Kamouraska with five islands near by; Riviere du Loup with cottage colony and great pier, and Cacouna, having numerous summer homes. Golf, mountain climbing, fishing and bathing are favorite pastimes.

Access: Steamer service between Quebec and north shore points is provided by the Quebec-Saguenay division of the Canada Steamship Lines, with through summer sailings also from Montreal. Canadian National Railway trains are operated to north shore points as far as Murray Bay and to all south shore resorts

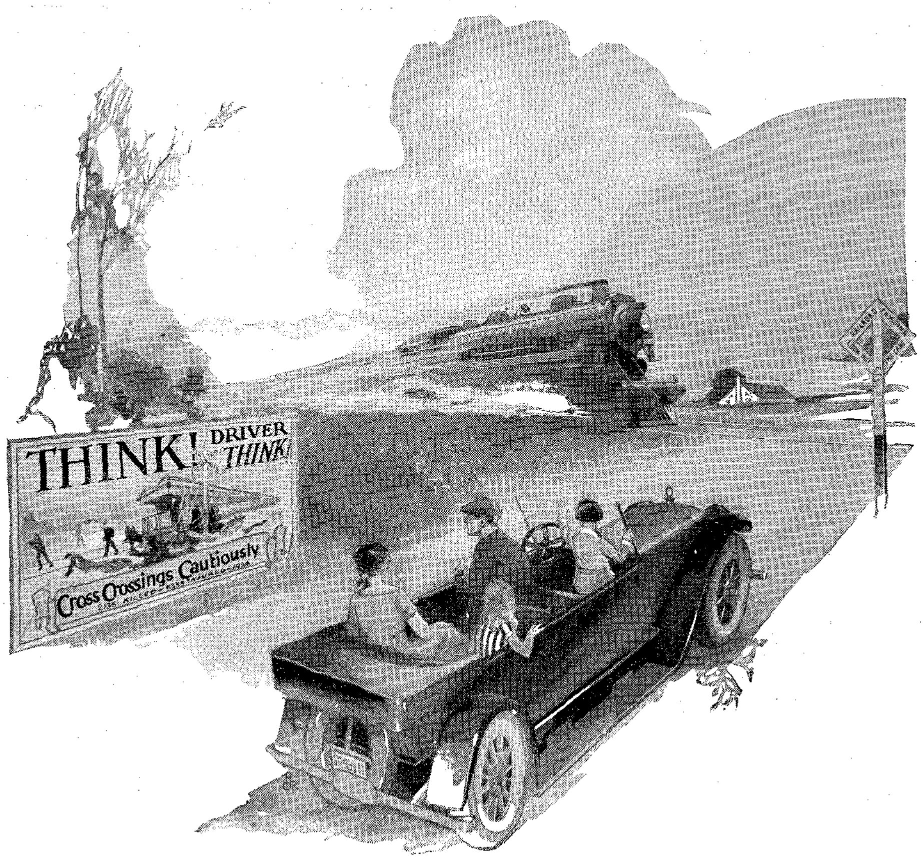
THE SAGUENAY RIVER

Cleft through the towering heights of the Laurentians, and with few evidences of civilization, this fiord-like waterway provides an impressive scenic spectacle. Sailing up its silent channel past the rock-bound Capes Trinity and Eternity rising sheer from the deep water to a greater height than Gibraltar, is an experience never to be forgotten. Navigation extends from Tadousac to Chicoutimi with calls at L'Anse St. Jean and Ha! Ha! Bay (St. Alphonse).

Access: Service to and through the Saguenay is provided by the Canada Steamship Lines referred to above.

THE GASPE COUNTRY

This peninsula, one hundred and twenty miles in length, with a maximum width of ninety miles, is bounded on the north by the St. Lawrence Gulf, on the east by the Atlantic Ocean, on the south by Bay Chaleur. Here landed Jacques Cartier in 1534, claiming the country "for Christ and France." The mountain divide extending like a huge backbone through the center is the source of many rivers running to the various coasts. The scenic charm of the Metapedia ("musical") River through which the Peninsula is approached from the west is far-famed, while the shore-line of Bay Chaleur is a succession of marine pictures. On the far eastern end is that impressive handiwork of nature, the great Percé Rock, whose perpendicular cliffs rise 286 feet above the sea. Among the favorite points of interest are Metapedia


THINK!
DRIVER THINK!
Cross Crossings Cautiously

Safety at the Crossing

The increasing safety of railroad work and of railroad travel is strikingly shown by the records of the Safety Bureau of the New York Central Lines.

Twelve years intensive effort by this bureau, with the active cooperation of the men of the New York Central Lines, has resulted in nearly a 60 per cent reduction in the number of casualties to employees and passengers.

But automobile accidents at railroad crossings have greatly increased. Seventy per cent of these crossing accidents occur in daylight—63 per cent in the open country where approaching trains can easily be seen. Last year 14 per cent of these accidents were due to automobiles running into the side of trains, and this percentage is increasing.

Crossing accidents could be practically eliminated if the railroads could enlist the same cooperation from automobile drivers that they have from their employees, and if drivers would obey this safety rule: *"Don't attempt to cross the tracks until you are sure it is absolutely safe."*

Cross crossings cautiously
and save human life.

NEW YORK
CENTRAL
LINES

NEW YORK CENTRAL LINES

BOSTON & ALBANY—MICHIGAN CENTRAL—BIG FOUR—PITTSBURGH & LAKE ERIE
AND THE NEW YORK CENTRAL AND SUBSIDIARY LINES

GLIMPSES OF SUMMER PLAYGROUNDS—*Continued*

at the head of Bay Chaleur; Carleton with bay and mountain setting; New Richmond in a river and mountain setting; Percé with its wonderful rock; quaint Gaspé village; while on the Gulf Coast are numerous watering places including Bic, Rimouski and Metis Beach. Salmon fishing, yachting and bathing are favorite pastimes. The summer climate is cool, the air clear and bracing.

Access: The rail approach to the Peninsula is by Canadian National Railways, three divisions converging at Metapedia, at which point connection is made with the Quebec Oriental Railway for south and east coast points as far as Gaspé.

IN THE LAURENTIANS

North of the St. Lawrence there is a region of tumbling waters, crystalline lakes and vast forests—in the heart of the Laurentian Mountains. It is the "back-in-the-bush" country of the habitant whose life here has been so intimately portrayed by Louis Hémon in his novel "Maria Chapdelaine." In some parts dwell also Indians of the Northland. North of Montreal is the Mt. Tremblant Region with Morin Heights offering excellent fishing; Montfort, overlooking Lac St. François; and Huberdeau at the railhead; St. Agathe, sometimes called "The Saranac of Canada," with Lac Archambault, 18 miles distant, and Mt. Laurier, an outfitting point for sportsmen. In the St. Maurice watershed are Grand Mère and Grand Piles, sportsmen's headquarters; Grand Anse and Windingo. Lac St. Jean (St. John) is the center of a region noted for its natural charm and excellent fishing. Here are Roberval, where Indian guides may be obtained, and Chambard and St. Gideon overlooking the lake. West of Lac St. Jean lie the 3,700 square miles of the Laurentides National Park, a reservation of pristine nature, approached from Metabourchouan. Northeast of St. Jean is the Mistassini Valley with a marvelous 300-mile canoe trip, and southward is the Grande DeCharge where the waters of Lac St. Jean and its many tributaries pour forth to form the headwaters of the Saguenay.

Access: The principal gateways are from Montreal, Three Rivers, Quebec and Chicoutimi by divisions of either the Canadian Pacific or the Canadian National Railways.

ONTARIO PLAYGROUNDS

The vacation attractions, particularly the waterways of Ontario, are notable for their diversity, profusion and easy accessibility. Toronto, the attractive capital, is only an overnight rail trip from New York. The lake regions of the Highlands, and the Georgian Bay, involve only short journeys from Toronto.

MUSKOKA LAKES

Three lakes with connecting waters form this famous chain; Lake Muskoka, 22 miles long; Lake Rosseau, 14 miles long; Lake Joseph, 18 miles long. The indented shores are heavily wooded and dotted frequently with attractive summer homes and hotels. Excellent bass fishing, golf and boating are leading pastimes. The Muskokas combine ideally with a Georgian Bay trip. Northwest of the Muskokas lies the Lake of Bays, with connecting waters famous for boating and fishing.

Access: The principal gateways are Muskoka Wharf (Canadian National Railways) and Bala (Canadian Pacific), about four hours' rail ride from Toronto, connections being made with steamers of the Muskoka Lakes Navigation Company, operating trips through all three lakes to Lake Joseph Station (Canadian National) and Muskoka National Park, *northernmost ports. Huntsville*, on the Canadian National Railways, is the gateway to the Lake of Bays region.

GEORGIAN BAY REGION

The waters of this deep indention of Lake Huron are studded with thirty thousand islands, large and small, forest-clad and rock-shored. Among them wind

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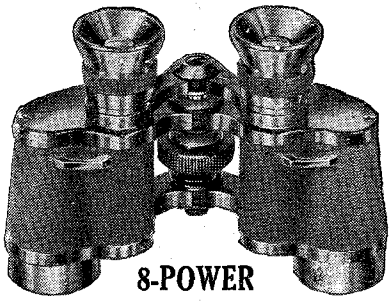

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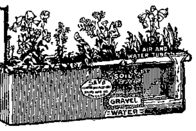
111 W. Monroe St., Chicago, Ill.



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the approval of thirsty folks in office, club, school or factory.
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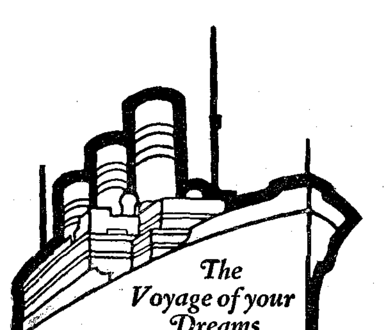

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labyrinths of channels, favorite haunts of fishermen and canoeists. Among the principal vacation centers are Honey Harbor, Minnicoganashene, Copper Head, Rose Point and Sans Souci. Trips to or from Toronto may conveniently include Muskoka Lakes Region, while from the northern end of Georgian Bay a canoe trip may be made through the French River to Lake Nipissing. From Georgian Bay through the Severn River, Lake Simcoe, the beautiful Kawartha Lakes, the Trenton River and connecting waters to Trenton on Lake Ontario is the famous Trent waterway across Ontario.

Access: The main gateways are Penetang, Collingwood, Owen Sound, Midland and Parry Sound by Canadian National Railways from Toronto; Owen Sound, Parry Sound and Point au Baril by the Canadian Pacific System.

ALGONQUIN PROVINCIAL PARK

In the Highlands of northern Ontario at an altitude of 1,500 feet this reserve of four thousand square miles includes more than one thousand two hundred lakes, scores being connected by rivers and streams. It is a camper's and canoer's paradise, only a few hours' rail trip from Toronto or from Ottawa. From the northern portion of the park a short trip leads to Lake Nipissing, almost a hundred miles long, and having a shore-line of more than 900 miles. The main gateway is at North Bay. North of Nipissing another picturesque lake, Temiskaming, invites the vacationists.

Access: Park Headquarters are at Algonquin Park Station on the Canadian National Railways. The same system and the Canadian Pacific serves also the Nipissing region. Lake Temiskaming is reached by Canadian Pacific and Canadian National to North Bay and via Haileybury on the Temiskaming and Northern Ontario System.

TIMAGAMI FOREST RESERVE

This reservation is three hundred miles north of Toronto, and includes myriads of lakes and streams in wild surroundings. Lake Timagami has an area of 199 square miles, and contains 1,450 islands. Excellent bass and trout fishing is available. Guides, supplies, canoes, etc., are available at Wabi-Kon Camp, Lake Timagami (Temiskaming and Northern Ontario Railway).

NIPIGON FOREST RESERVE

Lake Nipigon, about one hundred miles east of Port Arthur, is the center of a region abounding in hunting, fishing and camping facilities. It is connected with Lake Superior by the Nipigon River, with nine portages, traversable by canoe. The main gateways are Orient Bay Station on the Canadian National Railway, and Nipigon which is reached by Canadian National and Canadian Pacific Systems.

LAKE OF THE WOODS—RAINY RIVER

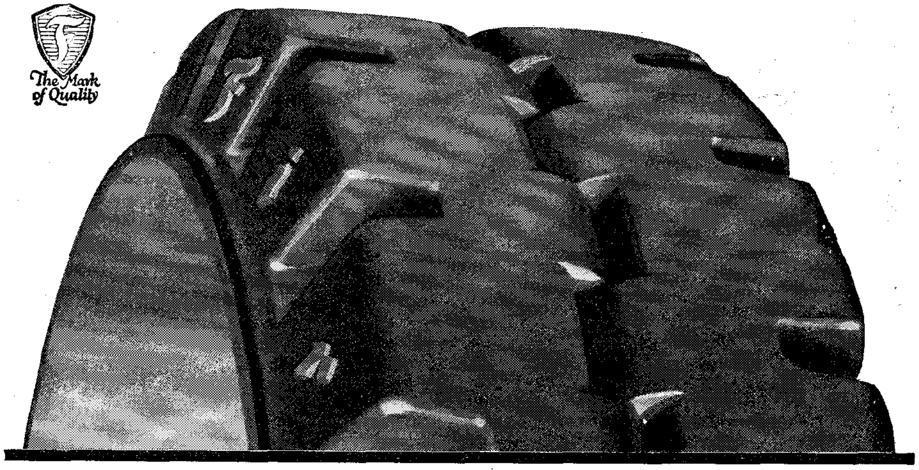
In far western Ontario at altitudes of more than one thousand feet, about 125 miles from Winnipeg or 300 miles from Fort William on the Canadian Pacific System, this labyrinth of lakes and other waterways is full of opportunity for summer vacationists eager to get in close touch with nature, and favored as a place of summer homes by residents of Winnipeg. Kenova, Keewatin, Rainy River and Beaudette are gateways.

CANADIAN ROCKIES

In the Provinces of Alberta and British Columbia is found mountain scenery of exceeding grandeur. Along each of the two great transcontinental rail systems, traversing these Provinces are game sanctuaries and parks embracing four and a half million acres in which nature's treasures are preserved for the people.

ROCKY MOUNTAINS, YOHO AND GLACIER PARKS

Under the designation of Rocky Mountains National Park nearly 3,000 square miles of lofty peaks, crystal lakes and rushing waters in southwestern Alberta are



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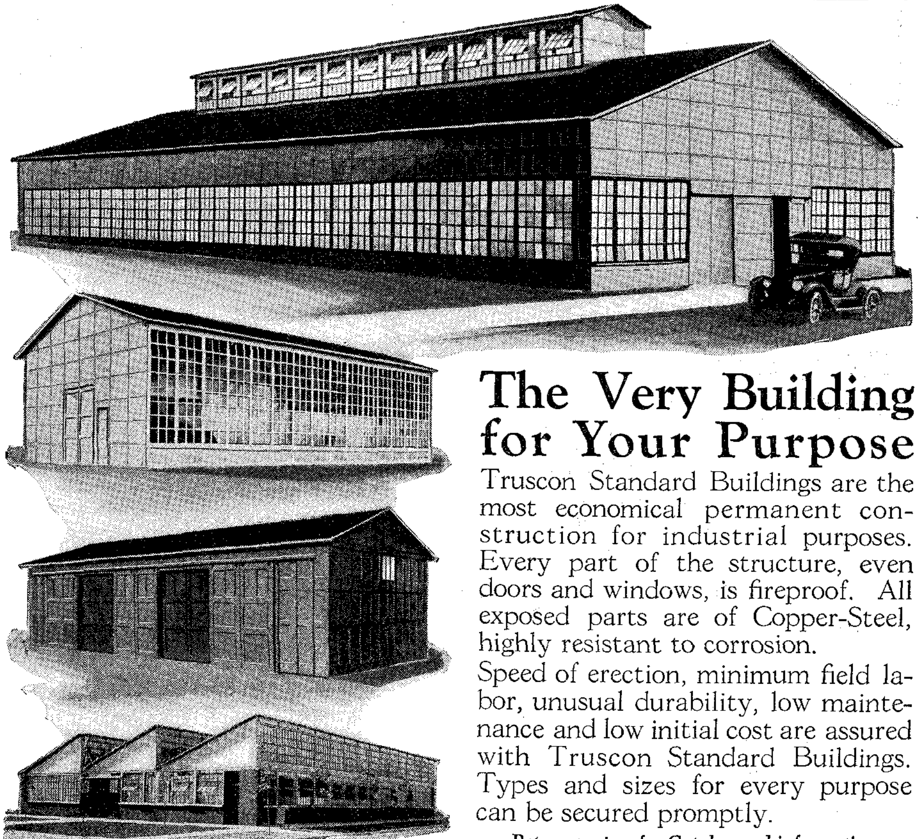

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All that is lacking is caffeine stimulation. But that never comes until two hours after drinking, so you don't miss that.

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GLIMPSES OF SUMMER PLAYGROUNDS—*Continued*

included in a playground of extraordinary charm. Banff is the headquarters and gateway. From this favorite stop-over point for transcontinental travelers over the Canadian Pacific Railway, radiate trails and motor roads, including the famous Banff-Windermere Road providing a circle tour of the Rockies. At or near Banff are numerous attractions. These include Hot Sulphur Springs, Natural History Museum, Zoological Gardens, Bow Falls, Lake Minnewanka, Mt. Assiniboine, Tunnel Mountain, Buffalo Park, etc. Golf, saddle trips, mountain-climbing and fishing are pastimes. Thirty-five miles west of Banff is Lake Louise, another tourist headquarters. Around the sapphire waters of the lake rise majestic summits, and numerous glaciers are accessible by trails from the Chateau Hotel. Twenty miles west of Lake Louise is Field, gateway to Yoho Park, with an area of 476 miles, in British Columbia. Among the attractions are Emerald Lake, Natural Bridge, Fossil Beds, etc. Adjoining Yoho and Rocky Mountains Parks is Kootenay Park of 587 square miles, a region of canyons, lakes, rivers and hot springs, the approach being from Banff. Nearly one hundred miles westward lies Glacier Park with its great Illecillewaet Glacier covering ten square miles, and the famous Nakimu Caves. Trails invite pony and walking trips. The gateway is at Glacier Station on the Canadian Pacific System. Beyond Glacier Park is Revelstoke, gateway to the Mt. Revelstoke Park of 100 square miles.

IN THE LAKE COUNTRY

In the territory of British Columbia between the two great chains of the Rockies and Coast Range are several lake regions of rare natural beauty. In the southwestern corner of Alberta are the picturesque Waterton Lakes in a park of the same name, embracing 220 square miles. They are reached by motor road from Cardston on the Canadian Pacific. Directly south of Kootenay Park is the Windermere Lake region. The rail route is from the transcontinental line at Golden southward, by a division of the Canadian Pacific skirting the Windermere Lakes, thence westward to the Kootenay Lakes with boat and rail connections for Arrow Lakes and Lake Okanagon, returning to the main line at Sicamous in the heart of the Shuswap Lake region. The trip may be made also in reverse direction. Okanagan may be reached also by a division of the Canadian National Railways diverging from the main line at Kamloops. The Arrow Lake region may be visited separately by division extending southward from Revelstoke.

JASPER AND MT. ROBSON PARKS

With 4,400 square miles in the heart of the Rockies, Jasper National Park is the largest reservation of natural attractions on the Continent. Nature in her bounty has bestowed upon this region rivers, lakes, forests of Douglas fir, glaciers and canyons interspersed among mighty peaks, the loftiest being Mt. Edith Cavell towering skyward 11,033 feet. The gateway is at Jasper Park Lodge, approached through the Athabasca Valley from Jasper Station on the Canadian National Railways. Wild life abounds; caribou, elk, moose, bears and myriads of birds inhabit the forests. Trout are plentiful. Many miles of trails and roads have been constructed by the Canadian Government. Attractive saddle camping trips are available. Fifty miles west of Jasper National Park through the Yellowhead Pass, traversed by the Canadian National transcontinental route, is Mt. Robson Provincial Park, a game sanctuary enclosing 640 square miles in the center of which rises Mt. Robson, 13,068 feet, the highest summit of the Canadian Rockies. The gateway is at Mt. Robson station. A lodge accommodates tourists, and guides are available for trips over trails through the Valley of a Thousand Falls to Berg Lake, with wondrous views of Mt. Robson.

THE BRITISH COLUMBIA COAST

After visiting Jasper Park, the transcontinental westbound tourist has the choice of two alternative routes to the Coast. The direct route passes through Mt. Robson Park and the Canyons of the Fraser River Valley to Vancouver. The triangle route diverges at Red Pass Junction, bears northwestward through the Nechako and Bulkley Valleys, thence southwestward through the Skeena River Valley to Prince Rupert. Here connection is made with steamship for the 500-mile cruise through the island-dotted inside passage terminating at Vancouver. This trip may be taken also in the reverse direction. Vancouver and its neighboring city, Victoria, four hours' sail distant, are attractive tourist objectives. From each rail and steamer connection is available for Seattle.

DIRECTORY OF NATIONAL PARKS

Detailed descriptions and gateways are given elsewhere in these pages.

UNITED STATES PARKS

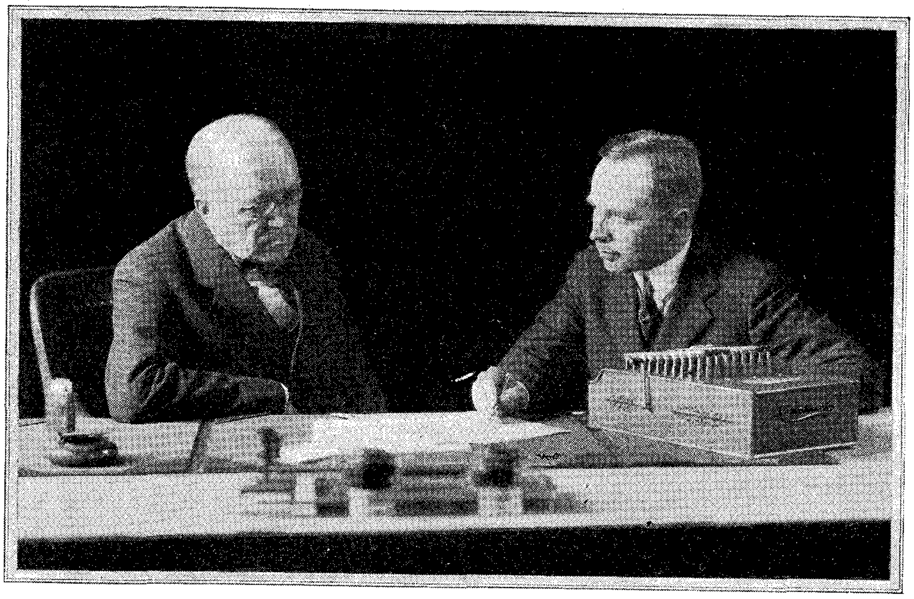
Name	*Location*	*Characteristics*
Lafayette	Mt. Desert Island	Mountainous Island
Hot Springs	Central Arkansas	Medicinal springs
Platt	Southern Oklahoma	Sulfur springs
Sully's Hill	Northeastern North Dakota	Wild animal preserve
Wind Cave	In Black Hills, Southwestern South Dakota	Great cavern
Rocky Mountain	In the Rockies of north middle Colorado	Scenic Wonderland
Yellowstone	Wyoming, Montana and Idaho	Geysers, cataracts
Glacier	Northwestern Montana	Glaciers, lakes
Mesa Verde	Southwestern Colorado	Prehistoric ruins
Grand Canyon	North Central Arizona	Greatest canyon
Zion	Southwestern Utah	Colorful canyon
Sequoia	Middle Eastern California	California big trees
General Grant	Middle Eastern California	California big trees
Yosemite	Middle Eastern California	Natural Wonderland
Lassen Volcanic	Northern California	Volcanic formations
Crater Lake	Southern Oregon	Beautiful lake
Mt. Rainier	West Central Washington	Glaciers streams
Mt. McKinley	South Central Alaska	Highest U. S. peak
Hawaii	Hawaiian Islands	Three volcanoes

CANADIAN PARKS

Name	*Location*	*Characteristics*
Rocky Mountains	Alberta, east slope of Rockies	Sublime scenery
Yoho Park	British Columbia, west slope of Rockies	Glaciers cataracts
Glaciers	British Columbia, summit of Selkirks	Many glaciers
Revelstoke Park	British Columbia	Mt. Revelstoke
Kootenay Park	British Columbia	Lakes rivers
Jasper Park	Northern Alberta	Mountain Wonderland
Waterton Lakes Park	Southern Alberta, adjoining U. S. Glacier Park	Lakes, Mountains
St. Lawrence Island Park	St. Lawrence River	Thirteen islands
Broder Park	St. Lawrence River	River playground
Pt. Pelee Park	Lake Erie	Bird sanctuary
Vidal's Point Park	Saskatchewan	Recreation area

DIRECTORY OF NATIONAL MONUMENTS

Name	*Location*	*Features*
Katmai	Southern Alaska	Volcanic interest
Old Kasaan	Near Ketchikan, Alaska	Totem poles
Sitka	Southeastern Alaska	Totem poles
Casa Grande	Southern Arizona	Prehistoric ruins
Montezuma Castle	Central Arizona	Cliff dwellings
Navajo	Northern Arizona	Cliff dwellings
Papago Saguaro	South Central Arizona	Desert flora
Petrified Forest	Eastern Arizona	Stone trees
Tonto	South Central Arizona	Cliff ruins
Wupatki	Arizona	Ruins
Tumacacori	Southern Arizona	Old Mission
Walnut Canyon	North Central Arizona	Cliff houses
Chiricahua	Southeastern Arizona	Pinnacle Forest
Cabrillo	Point Loma California	Spanish discovery
Devil Postpile	Central California	Basaltic columns
Muir Woods	Near San Francisco	Redwood Grove
Pinnacles	South Central California	Spirelike rocks
Colorado	Western Colorado	Lofty Monoliths
Wheeler	Southern Colorado	Volcanic formations
Yucca House	Southwestern Colorado	Ancient ruins
Chickamauga & Chattanooga	Georgia and Tennessee	Civil War battlefields
Craters of the Moon	Southwestern Idaho	Lava wonders
Lincoln's Birthplace	Northern Kentucky	Log cabin
Mound City Group	Ohio	Prehistoric Mounds
Antietam Battlefield	Western Maryland	Civil War battlefield
Vicksburg	Western Mississippi	Civil War battlefield
Big Hole Battlefield	Southwestern Montana	Indian battlefield
Lewis & Clark Cavern	Western Montana	Immense cavern
Scotts Bluff	Western Nebraska	Pioneer Memories
Brandelier	North Central New Mexico	Ruins and Caves
Capulin Mountain	Northeastern New Mexico	Cinder cone
Chaco Canyon	Northwestern New Mexico	Cliff dwellings
Gila Cliff Dwellings	Southwestern New Mexico	Cliff dwellings
Carlsbad Cave	Southeastern New Mexico	Great Cavern
El Morro	Western New Mexico	Spanish inscriptions
Gran Quivira	South Central New Mexico	Early Mission
Aztec	Northwestern New Mexico	Prehistoric ruin
Statue of Liberty	N. Y. City	Statue
Verendrye	Northwestern North Dakota	Historical interest
Guilford Courthouse	Northern North Carolina	Battle 1781
Oregon Caves	Southwestern Oregon	Wonder caves
Gettysburg	Southern Pennsylvania	Civil War battlefield
Jewel Cave	Southwestern South Dakota	Immense cave
Fossil Cycad	Southwestern South Dakota	Fossil deposits
Shiloh	Southern Tennessee	Civil War battlefield
Dinosaur	Northeastern Utah	Fossil deposits
Bryce Canyon	Southwestern Utah	Color formations
Natural Bridges	Southeastern Utah	Natural bridges
Hovenweep	South Central Col. and S. E. Utah	Cliff dwellings
Rainbow Bridge	Southern Utah	Natural bridge
Timpanogos Cave	Central Utah	Great cavern
Lehman Caves	Northeastern Nevada	Series of caves
Mount Olympus	Northwestern Washington	Many glaciers
Devils Tower	Northwestern Wyoming	Rock tower
Shoshone Cavern	Northern Wyoming	Large cavern



It's a Question of Production

An ounce of performance is worth a pound of promised benefit.

It is well to keep this in mind when buying a machine for adding and calculating.

Also that the time to determine machine performance is before, not after, purchase.

By performance is meant, not an ordinary demonstration, but a real production test on a cross section of your everyday work.

If, before signing an order for any figuring machine, you will always insist on a production test—that is, a timed record of work turned out in your own office under actual working conditions—you will never buy a misfit.

Let a Comptometer man come in and prove by actually doing a cross section of your day's work—Adding, Extending Invoices, Figuring Payroll, Costs, anything you have—what Comptometer speed would mean on your work.

The Comptometer welcomes such a test—competitive or otherwise. No obligation whatever.

Don't Forget—

THAT a figuring machine is cheap or dear, not by reason of its price, but by the measure of its ability to produce.

THAT the cheapest machine is the one that turns out the most work in the least time.

THAT it costs more in clerk hire to run a slow machine than one capable of high speed production.

THAT the test of economy is production.

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If not made by Felt & Tarrant it's not a Comptometer

Only the Comptometer has the Controlled-key safeguard.

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ADDING AND CALCULATING MACHINE

John Bagley had an *observing* eye

HE noted, did this wizard of tobacco blenders, that the fuming pipebowl was offensive to some women. Surely so noble a fellowship as exists between man and his pipe must not be disrupted by an unfriendly odor! To win feminine approval for the pipe John Bagley created a marvelous blend—one so fragrant and aromatic as to melt the opposition of the sternest. To this magic blend he gave the historic name of BUCKINGHAM.

Like to try John Bagley's famous blend... BUCKINGHAM? The most fragrant pipe tobacco known? One ... *totally different!* Step into your dealer's and ask him for a can of BUCKINGHAM... sun-cured, blended and aged precisely as John Bagley did it in the Southern days of long ago.

"Every 'draw' a breath from Dixie"

If you are unable to obtain Buckingham from your tobacco dealer, just send us his name and 15c—back will come a full-size package.

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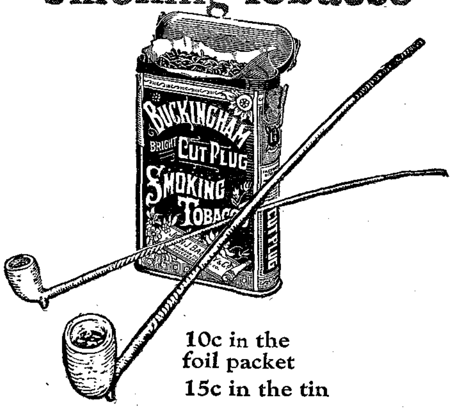

10c in the foil packet
15c in the tin

INVESTMENTS AND FINANCE

PLATINUM MADNESS IN SOUTH AFRICA

IN the vaudeville theater in Johannesburg, the comedian comes on the stage with the smiling remark: "Well, people, how are platinums to-day?" In other words, South Africa, which has known its gold rushes and its diamond fevers, is now experiencing a platinum madness, we read in a Cape Town dispatch to the New York *Evening Post.* "Everybody is buying or wanting to buy the shares of platinum companies, which have soared from five shillings to seventy shillings in the course of a week or two." On the Johannesburg Stock Exchange excitement is at fever heat and everybody is either buying, selling or talking platinum. Our informant continues:

> Amazing enough, none of the forty companies that have been formed in a few nights have yet reached the output stage. The pioneer platinum concern of South Africa is the Transvaal Platinum, Ltd., which is now within a few months' measure of attaining to the outputting stage, and thus also will become the pioneer producer.
>
> Platinum was discovered on this property in 1923, so that by the time it will reach the outputting stage a period of about two years will have elapsed. Allowing six months for raising capital and getting to work, about eighteen months are left to extract stock, and also develop and prove sufficient ore to warrant a start. This mine is, experts say, a really first-class proposition, and it is therefore fairly certain that the propositions not so rich will require longer to come to the producing stage. However, even putting it at eighteen months, that period will be required before it can be definitely proved that a proposition is going to be a good payer.
>
> And what are the future prospects of the platinum discoveries and of the companies formed to work them? Well, in addition to the Waterberg and Lydenburg discoveries the metal also has been found in the Rustenburg, Middelburg and Potgietersrust districts, and it is becoming increasingly evident that a very large portion of the Central Transvaal—just how much it is impossible to say—is potentially, at least, platinum-bearing.
>
> But it is necessary to keep in mind the remarks of Dr. Percy A. Wagner of the Government Geological Survey, who, in referring to the Lydenburg fields, points out that values over considerable stretches have been proved "to be fairly consistent, averaging from two to three pennyweight, but it is already clear that some stretches are richer than others. Careful sampling will doubtless disclose the existence of rich and poor patches, and by reason of the low average content of the rock, the accurate determination of such patches will be of the utmost importance."
>
> But a number of the new companies have at present as their only credentials the fact that they have located on the same formation as some of the successful companies. In such cases, bearing in mind the bare patches mentioned by Dr. Wagner, they may find they have the formation but not the platinum. Taking shares under such conditions is, of course, to enter on a gamble—a fascinating gamble, no doubt, and one in which big prizes may be gained, but still a gamble.

THE PROBLEM OF THE SHORT-LINE RAILROAD

INSTEAD of the violent opposition to all merger plans which might have been expected from short-line railroads, the New York *Journal of Commerce* sees "a very legitimate determination to see to it that the Interstate Commerce Commission takes proper precaution to prevent small transportation properties from being crusht between the upper and the nether millstone." The New York paper admits that "there would be very real danger that some such tragedy would be the portion of local communities and of the holders of the securities of some small companies if the matter were left to work itself out." Two rather distinct problems are discerned:

> The first has to do with the small but reasonably profitable property which might be pocketed in very undesirable fashion by placing now competing properties around it under a single management. Here the task is one of preventing larger and more powerful interests from squeezing the life out of the smaller for purely selfish reasons, perhaps at a relatively high cost both to the small railroad and the community; or to put the matter in different words, the problem is one of seeing to it that the smaller transportation agency continues to have due opportunity to obtain what traffic is properly its own. This may involve absorption of the smaller property by the larger, or it may be accomplished merely by adequate traffic agreements but, at all events, proper protection must be afforded.

The second problem, we are told, is a more difficult one:

> Here the question is what to do with the small property which for one reason or another has proved not to be self-sustaining and gives no evidence of becoming self-supporting. In other circumstances it might do simply to dismiss the matter with a statement that all tubs must stand on their own bottom, and that if the lines in question can not survive in any case as going business concerns, then let them be abandoned, the owners being no worse off than many other investors who show bad judgment in placing their funds. The trouble is, however, that those who have placed their funds in such enterprises are unfortunately not the only ones who must be considered. The mere fact that such a transportation agency has been for a good many years providing services has usually been responsible for the growth of population along its lines and the establishment of business enterprises in localities which would be left high and dry by discontinuance of such services. The cost to the general community of the disturbances which would result from the abandonment of these lines would probably in some cases

be too great to permit of such action, to say nothing of the plight of interests dependent upon the services now being afforded. Yet it may at times be a distinct imposition to ask the stockholders or users of the larger lines to carry such unprofitable enterprises.

Of course, it is not always easy to distinguish between the two classes of properties. Roads which are not profitable at the present time may with proper action and in the course of time be made to pay their own way. Possibilities of this sort should have the most careful study of both public authorities and railroad executives interested in merger proceedings. So far as the hopelessly unprofitable lines are concerned, the responsibility of the commission is great and its task difficult. About the best it can do is to dispose of each case as it arises in what appears to be the most equitable and most feasible manner.

GOLD HOLDINGS OF EUROPEAN NATIONS

THE return of Britain and other European countries to the gold standard leads the Stock Exchange firm of Dominick and Dominick to call attention in a recent bulletin to the increase in European gold holdings since before the war. It seems that "as compared with 1913 the year 1925 shows an increase in European gold holdings of $308,500,000; the decrease of $174,500,000 in the holdings of belligerent countries was offset by the increase of $483,000,000 in the holdings of neutrals." Comparative figures in millions of gold dollars are tabulated as follows:

Belligerent Countries

(Excluding England and America)

Allied Powers

	Dec. 1913	*March 1925*
Belgium	59	65
France	806	1,070
Italy	234	173
	1,099	1,308

Central Powers

	Dec. 1913	*March 1925*
Germany	344	239
Austria-Hungary	318	
Austria of to-day		1.5
Hungary of to-day		8.3
Czecho-Slovakia		29.7
	662	278.5

Neutral Countries

	1913	*1925*
Switzerland	37	92
Spain	232	489
Netherlands	64	201
Sweden	28	62
	361	844
Total holdings	2,122	2,430.5

A similar increase is evident in the British and American holdings as shown by the following table:

	1913	*1925*
Bank of England	150	743
Federal Reserve Banks	399	2,885
	549	3,628

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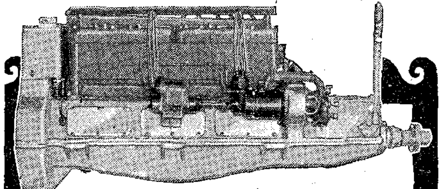

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CURRENT EVENTS

FOREIGN

May 20.—Italy's sacrifices during the World War and her present lack of wealth entitle her, says Premier Mussolini in a speech before the Italian Senate, to a privileged position among the debtor nations. Italy's war debt to the United States amounts to $2,138,543,852.

Field Marshal Lord Plumer is appointed British High Commissioner to Palestine, succeeding Sir Herbert Samuel.

The German Reichstag rejects by a vote of 214 to 129 a Socialist resolution expressing lack of confidence in Chancellor Luther's Cabinet.

The State of Chiapas, in southeastern Mexico, has granted equal suffrage to women, says a dispatch.

Gerardo Machado takes the oath of office as Cuba's fifth President.

May 21.—Capt. Roald Amundsen, accompanied by Lincoln Ellsworth, of New York, one of the backers of the expedition, takes off from King's Bay, Spitzbergen, on his flight to the North Pole. Each plane carries three men and a sufficient supply of gasoline for the return trip.

The menace of the invasion in French Morocco by the Riffians under Abd-el Krim is said in military circles in Fez, French Morocco, to be graver than it was at first thought.

The Earl of Ypres, better known as Field Marshal French, leader of Great Britain's "contemptibles" in the early stages of the World War, and who turned back the Germans at Ypres, dies at his home in Deal, England. He was seventy-two years old.

Forty thousand natives assemble on an open veldt to welcome the Prince of Wales at Umtata, Union of South Africa, and bestow on him the name "Likakanya," meaning "shining sun."

Tomaso Tittoni, president of the Italian Senate and former Premier, declares he counts on the "sentiment of equity of the great English and American nations for relief for Italy from the intolerable incubus of war debts."

Severe fighting is reported between the French and the Riffians in Morocco.

May 23.—Two hundred and seventy-eight people are killed and 526 are injured in an earthquake and resulting fire at Kinosaki and Toyo-Oka, Japan. Both towns are said to be destroyed.

May 24.—Gen. Avelino Salas, the Mayor and all the members of the Municipal Council of a suburb of Mexico City are reported to have been arrested on charges of plotting to kill President Calles.

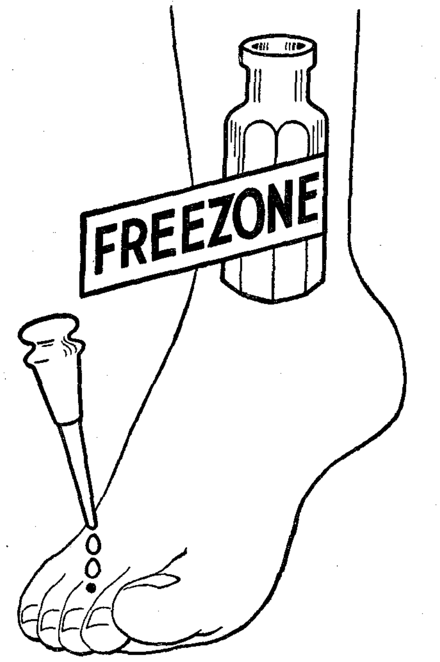
Rebellious tribes which had been won over by Abd-el Krim by his holy war propaganda are reported to be gradually weakening and surrendering to the French troops in Morocco.

May 25.—Leon Trotzky is made chief of the Scientific and Technical Division of the Russian Supreme Council of National Economy, according to a Moscow dispatch.

M. Caillaux, French Minister of Finance, presents to the Chamber of Deputies his financial bill, which proposes to raise 1,600,000,000 francs in addition to that already provided for during the rest of this year, and 3,500,000,000 francs next year to balance the budget finally and definitely.

Corns

Lift Off – No Pain!



Doesn't hurt one bit. Drop a little "Freezone" on an aching corn, instantly that corn stops hurting, then shortly you lift it right off with fingers. Your druggist sells a tiny bottle of "Freezone" for a few cents, sufficient to remove every hard corn, soft corn, or corn between the toes, and the foot calluses, without soreness or irritation.

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DOMESTIC

May 20.—Ex-Gov. Jonathan Davis of Kansas is acquitted of the charge of conspiring to solicit a bribe for paroling a prisoner while he was Governor of the State. Still pending against him and his son, Russell, is a charge of accepting a bribe for a pardon.

Glenn Frank, editor of *The Century Magazine,* accepts the presidency of the University of Wisconsin.

The Wisconsin House adopts, by a vote of 48 to 38, a resolution memorializing Congress to call a convention to propose the repeal of the Prohibition amendment to the Federal Constitution, and concurs in a Senate resolution providing a State referendum on 2.75 per cent. beer.

May 21.—In a speech before the Chamber of Commerce of the United States, in Washington, Secretary of Commerce Hoover urges drastic reduction in the number of government bureaus and a separation of the semi-judicial and semi-legislative and advisory functions of government from the administrative functions.

Dr. Charles R. Erdman, a moderate Fundamentalist, is elected moderator by the Presbyterian General Assembly, meeting in Columbus, Ohio, over Dr. Lapsley A. McAfee, candidate of the strict Fundamentalists.

May 22.—The New York Presbytery is formally charged with "contempt of court" before the General Assembly in that it had sanctioned the continuance of Dr. Harry Emerson Fosdick in the pulpit of the First Presbyterian Church in violation of the General Assembly's decision of 1924.

Gaston B. Means, convicted of conspiracy in connection with the Senate investigation of former Attorney-General Daugherty, begins serving his two years' sentence in the Federal penitentiary at Atlanta.

A gigantic rum-running ring involving a capital investment estimated at $2,000,000 is exposed by Federal officers in Boston. Customs inspectors seize $250,000 worth of liquor on two coastwise ships.

May 23.—Five turpentine producers are convicted in the Federal Court at Pensacola, Florida, of holding negro workers in a condition of peonage.

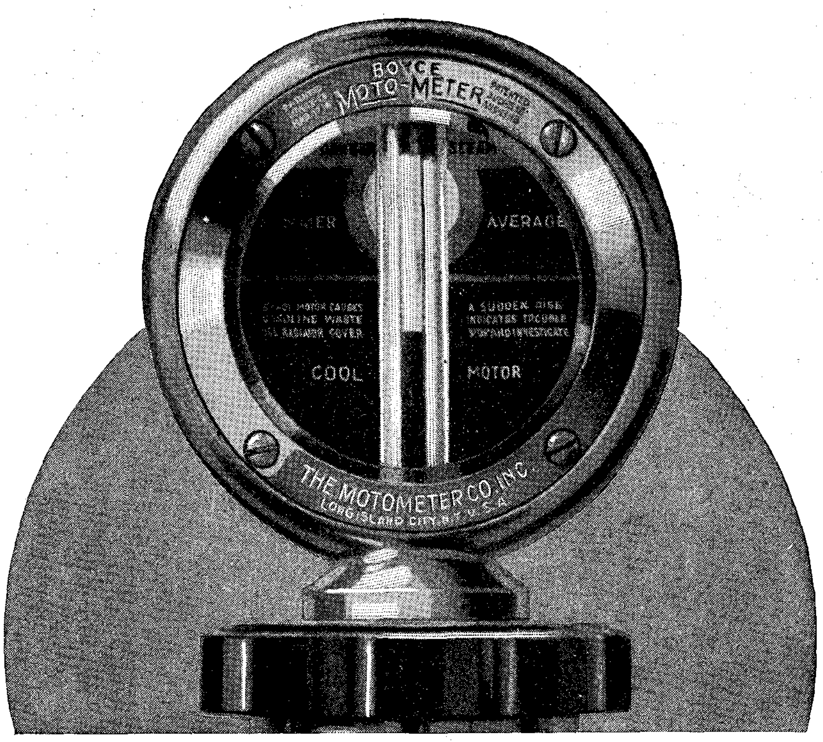
The fight of the Presbytery of Chester, Pennsylvania, to exscind, or excommunicate, the Presbytery of New York is dropt, the Pennsylvanians deciding instead to support a resolution calling for an investigation of the New York situation.

May 25.—The Presbyterian General Assembly adopts the overture from the Presbytery of Cleveland asking permission for itself and other presbyteries to work out plans of union with the Congregational churches in their local areas. The appeal of the First Presbyterian Church of New York that it be vindicated on the Fosdick issue is rejected.

John T. Scopes is indicted by a grand jury at Dayton, Tennessee, on a charge of teaching the theory of evolution in violation of Tennessee's new law.

Newspapers may publish Federal income-tax payments under the publicity provisions of the income-tax law, decides the United States Supreme Court in the case of the Kansas City *Journal-Post.*

On the suggestion of President Coolidge, who had objected to using Armistice Day for the purpose, the second national defense test will be held on July 4.



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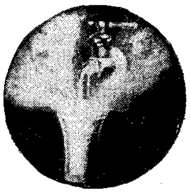

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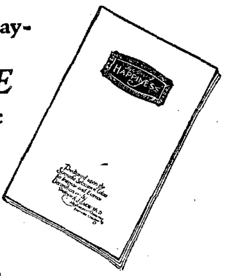

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THE SPICE OF LIFE

Fearfully and Wonderfully Made.—He has a curiously quadrilateral head, seemingly too large for his body, which is based solidly on a mighty jaw.—*From an article on Senator Borah in the Boston Herald.*

And So On Indefinitely.—"What is the modern girl coming to?" commented Mrs. Oldwed.

"Slowly, but surely," replied Mr. Oldwed, "to that period of life when she will ask that very same question."—*Judge.*

His Great Misfortune.—"Poor ole Bill! 'E's so short-sighted 'e's working 'imself to death."

"Wot's 'is short sight got to do with it?"

"Well, 'e can't see when the boss ain't looking, so 'e 'as to keep on shoveling all the time."—*Humorist* (*London*).

Caustic, Very!—She insisted hotly that, economy or no economy, a new frock she must have, and he, with equal warmth, declined to produce the cash.

"I'll never speak to you again!" she snorted angrily.

"How like a woman!" he sighed. "When everything else fails, you try bribery!"—*World's Pictorial News.*

Dogless.—"Mose, can you explain wireless telegraphy to me?"

"Yessuh, it's like dis: Ef you-all had a long, long houn' dawg, an' he stretched from Cincinnaty to Cleveland, and you stept on his tail in Cincinnaty, he would howl in Cleveland. Dat am telegraphy. Only in wiahless you does de same thing without de dawg."—*Columbus Dispatch.*

Doing His Bit.—During the recent Prohibition plebiscite in Ontario, a prominent Ottawa man, who is an ardent prohibitionist, was surprized by a visit at his office of his small barelegged son.

"Hullo, young man," the father said "What brought you to town?"

"I was in a parade," the little boy said proudly.

"What parade?" asked the father.

"I don't know," he answered; "but I carried a big sign."

"What was on the sign?" asked the man curiously, and almost collapsed as his son replied:

"'MY FATHER'S A DRUNKARD! I've got no shoes!'"—*Everybody's.*

True Sensibility

("A Russian woman would be quite offended if a man opened a door for her.")

The Bolshevist lady is not less refined
  Than Victorian misses, but more.
They shrank if a man might be under the bed;
  She shrieks if he opens the door.

Though shirt-sleeves might shock them, the Bolshevist maid
  Is far more fastidious than that.
They frowned at a man if he took off his coat;
  She faints when he takes off his hat.

She blushes at anything all the day long,
  Which is why it is commonly said
That while other young ladies are normally pink,
  She is now irretrievably Red.

—*G. K.'s Weekly* (*London*).

DRURY COLLEGE LIBRARY
Springfield, Missouri

Why Divorce Is Increasing.—WANT ne or two homes to wreck. Call South 086M.—*Adv. in Denver Post.*

What They Do in Pittsburgh.—He was cked up unconscious and taken to the eat market near by.—*Pittsburgh Chron-le-Telegraph.*

Joyful Occasions.—MISTRESS—"Miss lsie is coming out next week, cook."

COOK—"Indeed, ma'am? So is my old an!"—*Belfast Weekly News.*

Home from College.—SON (nervously) —"After all, Dad, the real thing in college the social atmosphere. The real values e in the social opportunities and—"

DAD (taking out check-book)—"What id you flunk in this time?"—*Brown Jug.*

One Thrill More.—"But," said the autious screen star who was about to erform an apparently dangerous feat, suppose the rope should break?"

"By George!" cried the director. "That's good idea!"—*American Legion Weekly.*

Diplomacy.—LITTLE GUEST (saying ood-by)—"I've had the most lovely time 've ever had."

HOSTESS—"Oh, Bobbie, you don't say o?"

LITTLE GUEST—"Yes, I always do say o."—*Humorist (London).*

The Human Dud.—While he was making is way about his platoon one dark night, sergeant heard the roar of a "G.I. Can" verhead and dived into a shell-hole. It as already occupied by a private, who as hit full in the wind by the non-com's ead. A moment's silence—a long, deep reath, and then—

"Is that you, sarge?"

"That's me."

"Hot dog! I was just waiting for you to explode."—*Everybody's.*

Advice From an Expert.—Two strangers n a first-class railway carriage had got nto friendly conversation. The windows ad just been let down on account of the loseness of the day, and the desultory chatter turned to the subject of ventilation.

"I make it," said one of the passengers, "an invariable practise to advise people to sleep with their bedroom windows open all he year round."

"Ha, ha!" laughed the other; "I perceive you are a doctor!"

"Not at all!" was the confidential reply. 'To tell you the truth, strictly between ourselves, I am—a burglar!"—*Woman's Viewpoint.*

Don't Talk—Telegraph.—A traveling man went into a railway restaurant and gazed discontentedly at the profusion of pies and cakes on the counter. "Haven't you got anything solid to eat?" he asked.

"Shall I give you some beans?" asked the proprietor, with his most persuasive smile. The traveler assented and, making short work of them, asked: "How much?"

"Twenty-five cents," was the bland response.

"What!" cried the drummer; "twenty-five cents for a spoonful of cold beans?" The proprietor continued firm in his price, the man paid it and departed. But late that afternoon a telegram was handed in to the restaurant keeper, for which he paid twenty-five cents.

It ran thus: "Don't you think your price a little high on beans?"—*American Mutual Magazine.*

Who's Responsible

for traffic accidents at children's playgrounds

As the silent white car glides swiftly away with its little playground traffic accident victim, the question arises, "Who's responsible?" Is it the child, or the motorist, or those who might have made the grounds safe and prevented the accident by proper safeguards?

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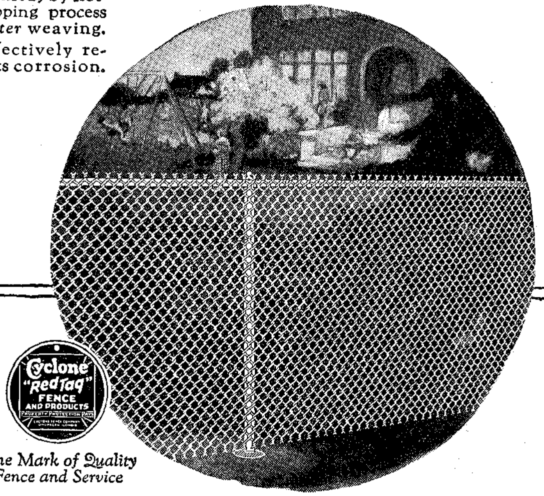

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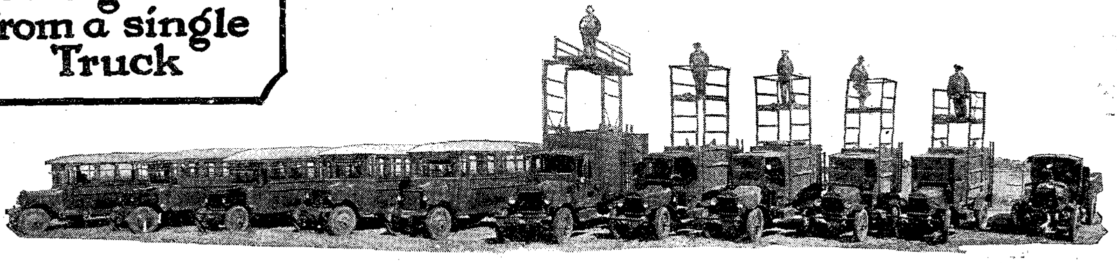

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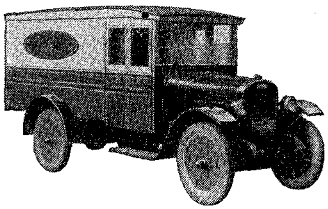

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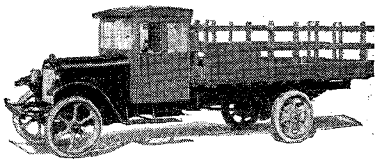
$1195 chassis



STEWART 2 TON TRUCK

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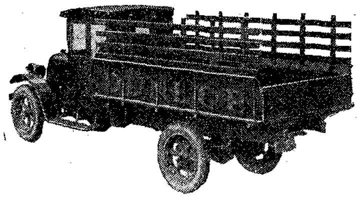
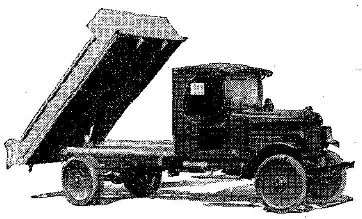


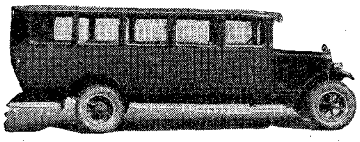
STEWART 1½ TON SPEED TRUCK

$1595 chassis



STEWART 3½-4 TON TRUCK

$3795 chassis



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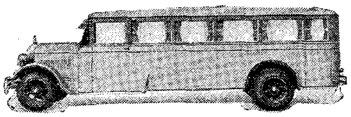

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